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PRIZE ESSAY.

Frontenac, Lennox & Addington.

AN ESSAY,

To which was awarded a Prize of £100,

BY

C. W. COOPER,

BARRISTER-AT-LAW.

OF COBURN.

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"I Sketch from Nature, and my Draft is true."

"ESSE QUAM VIDERI."  
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KINGSTON:

JAMES M. CREIGHTON, BOOK & JOB PRINTER.

1856.

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P R E F A C E .

THE object of the following Essay is to bring more prominently before the public than has yet been done, the features and resources of the United Counties of Frontenac, Lennox and Addington. In the popular tide of Emigration westward to localities where lands are supposed to be cheaper and more fertile, the value and resources of these Counties have, in a measure been overlooked, and their real features from causes which may be suggested and briefly glanced at in the following pages, have been misrepresented and misunderstood.

To remove such misunderstanding, and to present to the reader in a concise and available shape, a sketch of the capabilities of this portion of the Province, together with an account of what it has already done, and an estimate of what it may fairly be expected to do, in the general march of improvement so rapidly developing the almost exhaustless resources of Canada at large, has naturally been deemed an object of importance to all interested in any manner in the locality. With such an object in view, a few public spirited men took the necessary steps to procure Essays on the subject, from those whom leisure, inclination or hope of success in attaining the proffered prize, might induce to write.

Some of these inducements have weighed with the writer of the following pages, and when the present under-

taking was proposed, he at once determined to devote such time as he might be able to command, and his best energies to the task. In the arrangement of the subject it has been thought best to discuss: first,—the City of Kingston, its early history, its present condition, its claims and future prospects; to these are added a sketch of its Public Buildings, Public Institutions, Trade, Manufactures, Commerce and Financial state. The Counties generally, and the Townships separately, and in detail, have next engaged attention. The Geological features and Mineral productions, the roads, the new lands opened up, and the features of the surrounding country have then been dwelt upon. To place these before the reader in a concise and interesting shape and at the same time to omit no important item of detail, has been the aim of the writer. Where reliable information could be obtained it is correctly given, and where such only as was not deemed positive was arrived at, it has been thought right to omit it altogether; it being considered preferable to make such omission, to alleging what was vague and uncertain. Whatever therefore may be the claims to the reader's consideration possessed by the following pages, they may be relied on as containing correct and true statements.

PRIZE ESSAY.

THE UNITED COUNTIES.

The United Counties of Frontenac, Lennox and Addington occupy a tract of country fronting on the River St. Lawrence and an arm of Lake Ontario, extending some seventy miles Westward from its estuary, known as the Bay of Quinte. This tract is about 56 miles wide, and extends Northward to the Madawaska River, a distance of about 100 miles; it lies between the parallels of 44 and 45 N. lat., and 74 and 76 W. long., and is bounded on the South by the River St. Lawrence and the Bay of Quinte; on the North by the Madawaska River; on the East by the Counties of Leeds and Lanark, and on the West by the County of Hastings. This tract from its situation was formerly called the Midland District.

The City of Kingston is in the County of Frontenac, and lies in lat. 44° 12' N. : long. 75° 41' W.

THE CITY.

At the head of the mighty St. Lawrence, where the united waters of the limpid Canadian seas form one gigantic stream under that name, stands Kingston, the capitol and chief feature of the Counties of which we have undertaken to write; a city once deemed the first, and long looked on as the second, in Upper Canada: and, when no local influences swayed the choice, the seat of the Government of the Province, and possessing, perhaps, the strongest claims of any amongst the many rivals for that distinction. But to postpone all such reflections for the present, let us consider what can be said of the fair city before us; its past, its present, and its future: its history, its features and its prospects.

Kingston strikes the visitor as possessing something peculiar in appearance even on a first view. Towns and Villages of a more rapid growth, which have sprung up in the recently settled parts of the Province, have few distinguishing features; where they stand, the forest has first disappeared, then the log house of the earlier settlers has been replaced by a cluster of white framed houses, with green venetian blinds, which have grown up in many instances with wonderful celerity. In the more pretentious Towns and Cities, these in turn have given place to red-brick houses and some showey shops and stores, but Kingston presents none of these features; its aspect denotes it no city of a day; its appearance tells us that it has a history and a past, and such is truly the case. Very early in the history of the country, the local advantages of the spot attracted the attention of its possessors. As far back as 1672 the French Governor of Canada built, or rather commenced, a fort where now stand the 'Tete du Pont' Barracks, (1) as a barrier against the Indian tribes, and as a depot for the supply of the more distant forts and stations in the event of war with the then neighboring provinces. A succeeding Governor completed it and gave to it his own name, that which now denotes the County in which it stood—"Frontenac." This name the fort and settlement retained for many subsequent years. The lake and fort bore the same name for a time. "Ce lac a porte quel que temps le nom de St. Louis, aussi bien qu le fort de Catarouqui dont le comte de Frontenac fut le fondateur mais insensiblement le lac a repris son ancien nom, qui etait Huron or Iroquois, et le fort celui du lieu ou' il est bati." (2.)

It is worthy of remark that this is the only portion of Canada West which bears in its name any memorial of the early rulers of the colony. Mr Tache, in his Essay on Canada, does not fail to notice this circumstance. "De ce point" (the County of Glengarry,) "le lecteur verra bien

(1) "Monsieur de Courcelles originated the design of building the fort at Catarouqui, but being recalled before it could be carried into execution, Monsieur de Frontenac carried out his plans in 1672, and gave his name to the fort. Lake Ontario also for a long time afterwards bore the name of Frontenac."—*Charlevoix Tom 11, p. 245.*

(2) This lake at one time bore the name of Saint Louis, as also did Fort Catarouqui, of which Count de Frontenac was the builder, but gradually the Lake resumed its ancient name, which was Huron, or Iroquois, and the Fort that of the place where it was built.—[*Charlevoix Tom v., p. 287.*

“ qu'on a laisse le Canada Français, les noms changent :
 “ les emigrants des Iles Britanniques eux aussi, ont le culte
 “ des souvenirs ; les noms des comtes, des districts, sont
 “ des noms des localities de la vieille Angleterre, de l'Ir-
 “ lande, de L'Ecosse, ou bien des noms d'hommes qui ont
 “ illustre l'Empire britannique ou figure dans l'histoire
 “ du Canada depuis la conquete. Un seul nom de comte
 “ reste Français, celui de Frontenac.” (1) Here the French
 well knowing the importance of the position, kept a strong
 garrison when the neighboring provinces (now the United
 States,) were in the hands of the English, and when the
 country changed rulers and passed into the possession of
 Great Britain, the spot continued to be looked upon as
 possessing great military and naval advantages. The first
 fort erected was destroyed by the Five Nations Indians
 about the year 1686, and was rebuilt by Count Frontenac
 against the orders of M. de Pontchartrain, the French Minis-
 ter of the day. The after importance of the position fully
 justified Frontenac's opposition to the French Minister's
 wishes. The connexion between Canada and Louisiana
 by means of the chain of trading stations, or forts, built by
 the French under M. DeBeauharnois, between 1730 and
 1740, mainly depended upon the possession of Fort Fron-
 tenac, as was manifest upon its loss by the French. King-
 ston now stands on the site of old Fort Frontenac. Next
 to Quebec and Halifax it is considered the strongest mili-
 tary position in British America. Its geographical capa-
 bilities as a point of centralization were early acknowledged
 when the Province was in the hands of the French, both
 by them and by its own native inhabitants. At the time
 of the conquest of Canada, Fort Frontenac was the general
 rendezvous of all the Northern and Western Indian na-
 tions ; the centre of trade, not only with the French, but
 also among themselves. Thither they repaired from all
 directions, even from the distance of 1000 miles, bearing
 with them their rich peltries with immense labour, to ex-
 change for European goods. These annual meetings of

(1) From this point the reader will easily perceive that he has left French Canada ; the names change : Emigrants from the British Isles, as well as others, are fond of recollections ; the names of Counties and Districts are the names of places in Old England, Ireland or Scotland, or even the names of men who have shed lustre on the British Empire, or figured in the history of Canada since the conquest. The name of a single County remains French, that of Frontenac.—[Esquisse Sur Le Canada par J. C. Tache : p. 29.

the red men, however, had another object beside that of commerce. The events of the preceding year were related and canvassed, and council held upon the conduct of the future. Here feuds were reconciled by the good offices of neutral tribes; old alliances were strengthened and new ones arranged.

Thus it will be seen this spot had early been chosen as what may be deemed the seat of Government of the collective Indian tribes, and doubtless on account of its central position and ready access; in their selection the brown skinned children of the forest shewed more discrimination than have some of their fairer successors.

EARLY HISTORY.

Here, then, at a very early day sprang up the Indian Village Cataraquei, or Cataroquoui, and here now stands the massive stone-built city. Kingston has been what our neighbors would call "a location" from time immemorial, at least from the earliest records of the country. In Indian annals it is classic ground. The shores of the surrounding beautiful bays have echoed to the war-whoop of the dark skinned warrior; the forest shades around, now the sites of handsome villas, witnessed many a bloody conflict between the contending tribes of the earlier denizens of their wilds. Here the Huron and the Seneca fell before the tomahawk of the more warlike Iroquois, and here the mighty Brandt has oft mustered his warrior chiefs ere he led them in devastation through the valleys and scenes where his own boyhood had been spent. Up to within a few years past, when the policy of the Imperial Government was changed, no expense was spared to add to the strength of Kingston as a fortification. The log fort of the French Governor has been replaced by the stone barracks at the Tete du Pont; the early English fort, built of wood, and the battery at Point Frederick, by the present substantial military works of Fort Henry and Point Frederick, massive Martello Towers now command the entrance to the harbour in the place of the square towers first built by the English, (1) and a solid stone battery mounted

(1.) At the time of the conquest the only French fort was that of Frontenac, which stood nearly on the site of the present stone barracks, at the Tete du Pont. This fort was of stone and wood, flanked with stone towers. The original fort, commenced by DeCourcelles was of logs. Fort Frontenac existed

with guns of large calibre, fronts the bay and harbor.

FORT HENRY.

The works at Fort Henry consist of an advanced battery with numerous guns and mortars, case-mated barracks containing accommodation for a large garrison, and extensive subterranean communications, connecting with sally ports, defended by Martello towers, and a fort mounted with some 30 to 40, 24, 34 and 56 pound cannon, with embrasures and space for mounting double that number, and a large number of mortars. A stock of ordnance stores, guns, shot and ammunition of all kinds is kept constantly stored within its walls. On these works vast sums have been expended. They are well worth the attention and inspection of visitors, and if aught should disturb our present peaceful relations with neighboring powers, their value and importance will be appreciated as defences.

Martin, in his history of Canada, thus briefly notices Kingston:—"The other British town of importance" (after Toronto,) "on this shore is Kingston, formerly Cataraqui "or Frontenac, distant from Toronto 184, and from Mon-

for several years after the conquest, the remains of the tower in the interior being removed in 1827. The present barracks were built, the officers' quarters in 1821, the men's stone barracks in 1827, and the frame barracks in 1837. At the commencement of the war of 1812, Point Henry, the site of the present extensive military works, was covered with trees; in the following year a rude fort of logs and embankment was thrown up. A year or two after its erection two large and substantial stone towers were added to the defences, they were lofty square towers rounded at the corners. These remained until about 1826 or '28. Stone magazines, ordnance offices, and armoury were built outside the fort during the years 1816, '17 and '18. Extensive stone barracks, roofed with tin were built between 1818 and 1820; one of these within the fort was 230 feet in length; another building which stood where the advanced battery has since been built, was 80 feet in length, and formed the officers' quarters. These barracks stood until 1841, when they were pulled down and the material sold. Two large houses in Brock Street, and one in Barrack Street, were built from the stone, which, it may be remarked in passing, is not the ordinary blue limestone in general use, but a much whiter material, apparently not so durable. The erection of the present Fort was commenced in 1832, several previous years having been spent in the quarrying and preparing material. It was first occupied in 1836. On Point Frederick the first works were a breast work of logs and earth, with traversing platforms for guns; within the breast-work was a block house. These works were built during or just after the war; this block house was burnt in the year 1820. There were also built, about the same time, a block house surrounded with a strong stockade on the hill on Princess-st, on the lot formerly owned by the late Mr. Jacob Ritter; a small redan on Ordnance Street: a battery at Missasaga Point; a block house near the present Marine Railway; one on Stuart's or Murney's Point; another at Snake Island; one which stood until recently, near the present new Court House, with those now standing, one of them on the hill to the East of the city, and the other at the West end of Wellington Street. These block houses, excepting, of course, that on Snake Island, were all connected by a strong stake fence, or stockade; portions of which still exist, and formed a chain of defences surrounding, what was then, the whole city.

“treel 180 miles. It is next to Quebec and Halifax the strongest British post in America, and next to Quebec and Montreal the first in commercial importance. It is advantageously situated on the North bank of the Lake Ontario, at the head of the River St. Lawrence, and is separated from points Frederick and Henry by a bay, which extends a considerable distance to the North-west beyond the town where it receives the waters of a river flowing from the interior. Point Frederick is a long narrow peninsula extending about half a mile into the lake, distant from Kingston about three-quarters of a mile on the opposite side of the bay. This peninsula forms the West side of a narrow and deep inlet called Navy Bay, from its being our chief naval depot on Lake Ontario.”

Navy Bay was sometimes called Haldimand Cove.

He also mentions what has been above stated, that between Kingston and Montreal the River St. Lawrence was called the Cataraqui or Iroquois. The whole distance from the City of Kingston to the Gulf, is now generally understood under the name of the St. Lawrence.

For many years a Naval Station was maintained at Kingston with a Dock Yard and stores: and numerous officers and employees of all classes in the pay of the Admiralty, helped to distribute the coin of John Bull in this region. As a military station it was, until lately, the head quarters of the troops in Upper Canada, and the residence of the Commander-in-Chief: and a staff of the Ordnance and Engineer departments was kept up. Of late years a general reduction has been made,—a small garrison is only now kept, and the Artillery is wholly withdrawn. (1)

The naval establishment was some dozen years ago greatly reduced, and is now wholly abandoned. In years past, however, the officers and crew of Her Majesty's ship *Niagara*, were regularly piped to quarters in a handsome stone building in the Dock Yard, which was manned and the crew disciplined in complete man-of-war fashion.

In these by-gone days, Kingston was the residence of the Commodore in charge of the Naval department, who lived in a style which would have quite outshone that of some of our economical Governors. Those connected with his and other departments, followed the worthy Commodore's example, and as the population was not then great,

(1.) This was written before the recently proclaimed peace in Europe.

the influence of that example rendered the town, if not a very prosperous, certainly a very gay and seemingly happy one.

Times have certainly changed since then, as far as the expenditure of Imperial money is concerned. It will, however, be shewn before these remarks are closed, that there exists for Kingston sources of wealth and prosperity, totally apart from such extraneous aid as the scatterings of the treasury chest afforded, and that if much outlay has been made here, it has not been in the development of its natural resources, but has been of a nature to produce but a transient, if any benefit.

CAPTURE BY THE ENGLISH.

To return to its early history. The capture of Fort Frontenac was, next to the fall of Quebec, one of the most important events in the conquest of Canada, and led to the surrender of the whole Western part of the Colony. This event took place about 100 years since; the surrender being made the 27th August, 1757. The fort at that time consisted of a quadrangle, each face about 100 yards in length. Thirty pieces of cannon were mounted on its walls, and a large reserve of Artillery was contained within them; its garrison, however, is said to have been quite insufficient for its defence.

Colonel Bradstreet, well known in the history of those times, had obtained leave from General Abercrombie to revenge on Fort Frontenac the ruin of Oswego, and thus to gain the command of Lake Ontario. On the 25th of August, 1758, he landed without opposition within a mile of the fort. He found this far-famed position weakly fortified, and worse garrisoned. Bradstreet at first threw up his works at 500 yards from the fort. Finding that the distance was too great, and the fire of the enemy little to be feared, he pushed closer on, and gained possession of an old entrenchment near the defences, (1) whence he opened fire with vigour and effect. A little after 7 o'clock on the morning of 27th, the French surrendered, being without

(1.) This old entrenchment remained for many years after the conquest; it ran across where the present Market House now stands. What it was originally it would be difficult to say; probably the outworks of the first French fort which was destroyed by the Indians.

hope of succour, and of themselves alone, incapable of a successful defence.

The garrison, consisting of only 120 regular soldiers and 40 Indians, became prisoners of war, and 60 pieces of cannon, 16 mortars, an immense supply of provisions, stores and ammunition, with all the shipping on the lake, fell into the hands of the victors. Among the prizes were several vessels richly laden with furs, to the value, it is said, of 70,000 louis d'ors. The attacking army had not to lament the loss of a single man. (1)

Since the event above described, Kingston and its fortifications have continued in the hands of their present possessors.

In 1783, the neighborhood was first settled by, amongst others, the heads of many of the principal families now residing there, who accompanied Sir John Johnston in his removal from the Mohawk Valley. Not least known among these was the late Rev. Dr. Stuart, the friend and companion of Sir William Johnston, and of the celebrated Brandt or Tyendenaga, who came here in 1785, after first settling for a time at Sorel, in Lower Canada.

The town was laid out in 1793, being then confined to what is now the Eastern portion in the vicinity of the Tete du Pont barracks, and what was then known as the Cataraqui Common, Lots 25, 24, 23, on which is situated the chief part of the city, were then farm lots of 200 acres each, and uncleared.

THE CITY.

The City of Kingston is built on an extensive lime stone rock. This stone forms its best building material, and is also fast becoming an article of export, being shipped in large quantities to other cities, both in Canada and the neighboring States, for use in the erection or ornamenting of public edifices. Here the public buildings, the churches, shops and private houses, are nearly all of the same substantial material. It gives to the streets a solid, but sombre appearance, very unlike the meretricious effect of paint and red brick, so conspicuous elsewhere. The streets are laid out somewhat irregularly. This together with the heavy-looking material used in building, and with here and there a specimen of old fashioned steep-roofed massive-

(1.) Warburton's Conquest of Canada.

ly built houses, gives to the place a peculiar and somewhat quaint appearance, which, if not indicative of fast increasing prosperity, is not altogether void of charm and interest. The place has a home look, which is often wanting in the bustling new built town of recent existence; and apart from consideration of commercial prosperity, (which will be treated of hereafter,) offers many inducements as a place of residence.

Leaving the business portion of the city, the visitor will find in the more retired streets and suburbs, villa-like houses of considerable architectural pretensions, surrounded with ornamental trees and handsome gardens, evidencing in their whole style and appearance, an amount of wealth and substantial comfort on the part of their owners, perhaps not excelled by any city in Canada West. These residences, in many instances, command a view of the bay and harbor: and few scenes can excel in beauty the prospect these present. Situated at the entrance of the Bay of Quinte, the scenery along the margin of which is admitted to be of the most picturesque description—studded with islands, which may be considered the commencement of the far-famed Thousand Islands; adorned with military and other works of art,—the fort, the towers, the battery, and the bridge, rich in their own transcendent and varied charms, the Bay and Harbor of Kingston can fairly claim to stand, among Canadian scenes, pre-eminent for magnificence. The ark-like steamer, the schooner, the brig, with its towering spars, and the yacht of the amateur alike find safety in their land-locked waters.

Opposite the city stretches Wolfe or Long Island, a fertile strip of land, well settled and cultivated, and somewhat famous for the build of its boats and small vessels.

Garden Island,—a small Isle well named and rich in fertility, lies between it and the city. Here is a ship yard and Marine Railway.

Cedar Island, on which is erected one of the Martello Towers makes another of the surrounding cluster.

These, together with Simcoe and Amherst Islands, form a breastwork against the Autumn tempest, and oft when the storm-tossed lake is lashed into raging fury, sheltered by these guardian isles, the bay and harbor rest in almost undisturbed and unruffled calm. These waters are well calculated to afford an abundant source of amusement

and recreation to those who seek pleasure or health in boating. They are rich too, in many descriptions of fish. There are, in short, few spots where those possessing leisure and means can find more enjoyment at limited cost, than in this neighborhood. In Summer, the placid bay, with its rocky islets shaded by clustering pines or cedars, tempts the lover of nature or of exercise from the sultry town, to guide his light bark o'er its sparkling waters, in search of his finny victim, or, with less destructive purpose, to listen to the strains of the song, or the guitar of his accompanying fair one. In early winter the ice covered bay is alive with skaters, ice-boats, and their merry parties, Curlers, who with true national ardour enter into the time-honoured sports of "Auld Lang Syne," and all whom pleasure or business bring to cross on foot, or behind the jingling sleigh-bells, its glassy surface.

For this city may fairly be claimed many advantages as a pleasant place of residence for those whose choice is guided by the consideration of the facilities for innocent enjoyment and healthy amusement. The immediate neighborhood of the city is not the only spot affording them; numerous lakes and streams within a short distance of the city furnish capital fishing, pic-nicing, duck shooting and other sport. Good roads now lead to most of these. Lo-borough Lake is the chief of them. In some townships the sportsman will find excellent deer hunting. Venison is very plentiful in the market when in season, being brought in by the Indians and hunters from the back townships.

Whilst considering the claims of this spot as a place of residence, it is proper to take into account its climate and salubrity. For health there are few parts of the Province which equal, and none which excel it. The epidemics which have visited the land have touched Kingston with a lenient hand. In Summer the heat is tempered by the cooling breezes from the lake; in winter whilst the cold is somewhat greater than further West, the air is drier, and there is less damp, and the snow lies more steadily, and affords more continued and pleasant sleighing, at the same time that the temperature is milder than in the cities of Canada East. As a proof of the salubrity of Kingston it may be mentioned that the comparative mortality in Quebec, Montreal and Kingston, is as follows:—in Quebec,

1 death in 39 ; in Montreal, 1 in 33 ; in Kingston, 1 in 81.

THE PARK.

An important addition to the city will be its park. Kingston claims with justice to have set the example of snatching a space from the encroachment of wharves, warehouses and shops, for the objects of beauty and taste, and the purposes of health and recreation. An area, not large, some fifteen acres, has been neatly fenced, laid out in drives, walks, lawns and avenues, and planted with ornamental trees. It is in contemplation to further ornament these grounds with fountains ; an observatory furnished with a very expensive and excellent telescope, aids the efforts of science, and adds another attraction to the spot.

GAS WORKS.

The streets of the city are well lighted with gas, which is in general use in shops and public places, and in private houses. When a company was first attempted to be formed for the purpose of supplying the city, many people, and among them Engineers of some eminence, believed that obstacles existed which would render the undertaking so expensive as to preclude all hope of its being remunerative. The nature of the soil through which the pipes were to be laid being the chief of these obstacles.

The attempt, however, was made, and happily the difficulties were found less than were anticipated. The Company has proved a great benefit to the city, and productive to the shareholders. Its stock being now at a premium.

WATER WORKS.

The inhabitants are well supplied with water from a reservoir filled from the lake, the waters of which are very pure. The works are fed from the bay where the stream is uncontaminated by any impurities. The Water Works Company has also succeeded in the face of many difficulties. The expense of pipes and labor of laying them down being even greater than in the case of the Gas Company, as to provide against the effect of frost they have to be laid at a much greater depth. The affairs of this Company have, however, prospered, and their stock is also held

at a premium. More or less dissatisfaction exists as to its management, and the Company having a monopoly are said not to consider the interest of the public fairly. The Corporation of the city has aided the company to some extent, and it has been suggested that they should purchase the whole stock, and ensure a sufficiency of water in cases of fires, and afford to every payer of a water rate a supply of that necessary, at a cheaper price than consumers now obtain it. It ought, however, in justice, to be borne in mind, that the capital of the company has been but small, some £16,000, and its difficulties great; that in consequence the dimensions of their pipes are perhaps insufficient for any great extra demand; and also, that in some instances of the occurrence of fires, the hydrants may have been injudiciously managed. As it is, the Company pump to their reservoir some 450,000 gallons of water daily, being nearly half the supply to the City of Montreal, with four times our population. They are now employed in laying down pipes of a larger bore. The works and office of this Company are in a part of the city near what was formerly known as Missassaga Point, once an Indian burying ground, and where during the war of 1812 stood a three-gun battery.

IMPERIAL EXPENDITURE.

It has been mentioned that Kingston has always been a military station, and that in the construction of military works, the maintainance of a dock yard, and of troops, and the public and private expenditure of officers and men, much money has been laid out which was not earned or created there; that is, such money was not, save to a limited extent, paid for the products of the soil, or produced by manufactures, or the increased value of materials in return for the labor and skill bestowed upon them.

It may be interesting and profitable to consider what has been the effect of such a state of things on the general prospects and prosperity of the city. At the first glance it might be assumed that it could not be otherwise than beneficial: but it has had, to say the least of it, its attendant evils, which coupled with other causes, which will be pointed out, have gone far to make the benefit a very transient, if not a very doubtful one.

First and chiefly, it has created a population depen-

dent in its views and calculations, rather on these extraneous sources of wealth than on the legitimate resources of the country, which have been consequently left the longer undeveloped; and a minor but not an unimportant consideration, it has furnished employment to a very great number of people in callings of an unproductive, not to say demoralizing nature, by causing a great increase of small inns, taverns and grogeries.

In the local trade and business of the city it has created a custom independent and apart from the agricultural community around, and the increase of the city and the progress of the counties have not been as much one and united, nor gone hand in hand as otherwise they would have done.

It has also, when partially withdrawn, or when no longer directly and advantageously felt, left an apparent dulness and stagnation which has created a prejudice against the locality injurious to its interests, but which a return to its many legitimate sources of prosperity, and the rapid and certain development of its resources will doubtlessly speedily remove.

SOCIAL CONDITION.

Its social effect has been too of a mixed character, though perhaps on the whole beneficial; it deserves at least a passing notice.

Employees of the public departments, or more frequently merchants, contractors, &c., grew rich in the early history of the city, when the expenditure of British money was greatest, and that with, on their parts, (subject to certain honorable exceptions,) the exercise of no greater, and sometimes of less intelligence and ability than are now necessary to secure a decent competence: these, with the growing influence which time, wealth, increasing connection, &c., in the natural course of events has given them, created a limited but influential circle that constitutes the upper class of the social community. To this the officers in garrison have always formed an agreeable and valuable addition, and together, they have afforded to those mixing with them, the very many charms of good and refined society. Little social distinctions, and the consequent heart-burnings and bickerings appear to be the common lot of all small communities; but our city has perhaps been as

free from them as have most others of its size; and generally speaking, its inhabitants are deservedly esteemed for their friendliness and hospitality. If the claims to social distinction, or fashionable eminence, have occasionally seemed a little inconsistent with the antecedents of the claimants, if the test of wealth alone has been too much applied without due weight given to birth, education, or honest worth, it is only the almost invariable feature of colonial society, where almost every successful man must have been the architect of his own fortune, and naturally plumes himself on what he considers his own merit or skill to have achieved. On the whole, it is deemed that here may be found as good society as in any town in the Province, with all that refinement, luxury, attainments, and physical and mental beauty can offer to adorn and gild existence. It must be admitted, however, that the circumstances referred to did not create as energetic, enterprising and speculative a class as was perhaps to be found elsewhere, where capitalists had settled, commanding ready funds, with the avowed and determined object of embarking in business. The ideas of enterprise and modern progress entertained by some may be illustrated by the following little anecdote:—When a new road was proposed leading through some of the best portions of the Counties, opening up others, and affording many and great advantages, the benefits of which in short were apparent to all, and the only question involved was how to raise the money, a very wealthy land-holder, who had amassed his thousands in the city, and part of whose possessions lay on the route, replied to an application made to him to subscribe for stock, that the effect of the road would be to enable people to steal his timber, and he declined to subscribe! It is presumed that railroads and electric telegraphs were not in fashion when this gentleman made his money.

A very different spirit from that evinced by the hero of this little anecdote is now generally displayed. Younger representatives of the old inhabitants, possessing all the advantages that good education, free municipal institutions, and the general intelligence diffused by the progress of knowledge have created, have taken the place of those whose opportunities for advancement were more limited. An infusion among these of the talent and energy of many educated and talented inhabitants of Celtic and Saxon or-

igin, has still further aided in creating a more enterprising class.

One merit the people of Kingston can fairly, though by no means exclusively, claim, and which though apparently inherent in the breasts of the descendants of the U. E. Loyalists, may have been fostered by the intercourse mentioned, is their undoubted and unwavering loyalty and attachment to Great Britain. During the disturbances which agitated the Provinces in the years 1837 and 1838, the disaffected in this neighborhood were few and far between, whilst all ranks vied in the display of zealous and enthusiastic patriotism and attachment to British rule.— When again under strong provocation some few Canadians, in a temporary ebullition of petulance, rather than from any disloyalty preposse, raised a cry of Annexation, Kingston remained untainted and uncontaminated. That this feeling is not on the wane, there is abundance of proof. Whilst these lines are being written, the bells of the city are ringing a boisterous peal, labour is suspended, shouts of joy arise from mustering crowds, flags are waving, and colours flying, and countless hearts are beating high in joyous exultation, for the stronghold of the tyrant is fallen! The arms of Britian and her Allies are victorious.—
SEBASTOPOL IS TAKEN!

* * * * *

Since the above paragraphs were penned, peace has been proclaimed in Europe, and the distribution of troops throughout the Colonies has greatly increased the garrison of Kingston. The gallant 9th Regiment has arrived from Balaklava, and a company of Artillery is expected. It is reported that this and other Regiments in America are to be increased to 1200 strong; that large quantities of military and naval stores, ordnance, gun boats, &c., are to be sent here, and a large outlay of money made in the repairs and improvements of the fortifications. Whilst it must be admitted that the presence amongst us of a portion of the Crimean army will be both a pleasure and a profit, and that a large expenditure of Imperial coin must benefit the local community there is no reason to doubt the correctness of the view above expressed of the general and ultimate effect of the causes alluded to, and it may be looked on that one thousand pounds expended in the macadamization of a road, is equal in general benefit to many thou-

sands of casual outlay occasioned by the troops and officers in garrison.

KINGSTON AS THE SEAT OF GOVERNMENT.

When Lord Sydenham succeeded in his scheme of uniting Upper and Lower Canada, he naturally looked around for a suitable and central locality, when he might fix the Seat of the Government of the United Provinces. Kingston possessed all the necessary advantages to entitle it to that distinction, and despite the opposition of those interested in the advancement of other cities, it was selected as the favored spot: and the sagacity of the departed Statesman was not at fault in the choice. It was part of the policy to which he attached himself with an energy and zeal seldom seen equalled, and which, we do not exceed the truth in saying, helped to shorten his existence.

The Canadian Provinces were to be united. Kingston, the most central city of the whole was to be the seat of the Legislature for the convenience of both. Such was part of the plan of the Union, and a stranger unswayed by local influences, or setting them at naught, as did Lord Sydenham, could make no more natural or rational choice. It virtually formed part of the contract between the respective Provinces, when they relinquished their separate existence to form one whole, that the Government should be held in Canada West. The nearest city of importance to the line between them was that most fairly chosen, as being easy of access to members from both sections: it possessed at the same time the advantages of a healthy site and many charms as a place of residence; not always as peaceful as now in our relations with neighboring powers, the benefit of its being strongly fortified was not to be overlooked. In geographical position, with regard to the Atlantic sea ports, being distant from Boston in a direct line 300 miles only, and connecting with that city by a line of rail-roads: and from New York, in a direct line, only 274 miles, being the nearest city to it in all Canada, and either of these places being easily reached in a day was of course a consideration of weight and importance. For although the present lines of road connecting us so closely with these great sea-ports, were not then completed; it required less sagacity than was possessed by the deceased Statesman to contemplate their eventual existence. The

facilities for building, rendered public buildings for Legislative purposes more readily and economically erected than in any other Canadian city; and the surrounding country, though by no means rendered so available as it has since been for the production of all marketable commodities, was still sufficient for the extra demand created by increased population.

The Legislative Halls, Public Offices, and the residence of the Governor, were then, in 1840, established at Kingston, where it was supposed they would be permanently located, as in all probability they would have been, but for the untimely death of the great Statesman, who was the means of their location there. Whilst in weak health, Lord Sydenham broke his leg by a fall from his horse, and the accident hastened, if it did not cause his death, which took place at Kingston, in the autumn of 1842; his remains were buried in this city, and a plain, but not inelegant marble slab in St. George's Church records his merits and marks his resting place. There is no doubt that his sudden demise had an important effect on the destinies of the city.

Lord Sydenham was not the first Governor who desired to see the Seat of the Legislature permanently established in Kingston. When Newark was temporarily the Seat of Government of Upper Canada, Lord Dorchester, then the Governor General of British North America, was most anxious to establish it at Kingston, and used his utmost exertions with that object: unfortunately the Governor of Upper Canada, General Simcoe, differed in his views on the subject, and after endeavoring to have it established at the forks of the river Thames, then called "De La Trenche," and subsequently, in local parlance, known as "The Forks," the site of the Town, now City of London, ultimately, swayed by local influence, fixed it at York. In this choice, and in his endeavors to establish it at London, General Simcoe's avowed object was to draw settlers to and open up the then unsettled parts of the country. It is fair to presume that neither London nor York was intended to be the permanent site of the gubernatorial residence, when the country should be settled and improved, and certainly not when again united to Lower Canada.

Few, if any, reasonable objections exist to Kingston as the fixed Seat of Government. On the occasion of the re-

moval here, no inconvenience or difficulty was experienced, save such as is necessarily incidental to a change to a new city. Little preparation had been made for such an event, but a building (the present hospital,) was fitted up, and served sufficiently well for the purposes of a Legislative Hall, and would have been amply sufficient for such until Government buildings could have been erected; suitable offices for the different departments were furnished, and many public officials purchased property and built residences, in the expectation that they would form their future homes. From the influx of strangers, houses of the better class were scarce, and rents consequently high, but not more, or even equally so, than they have since been in Quebec, Montreal and Toronto, under similar circumstances.

It has been erroneously said at a distance that there is no surrounding country calculated to furnish marketable produce to a large non-producing population. On the occasion referred to, no scarcity was experienced of any of the ordinary articles of consumption, nor was the price of them particularly high; in many of the minor table luxuries, garden vegetables, &c., the supply at that period was somewhat limited, simply because the farmers and others in the neighborhood had never given much attention to market gardening, the demand and prices paid not having previously made it worth their while to do so; since that time, experience has proved that it required only ordinary skill and attention to raise in abundance every vegetable, and nearly every fruit that can be found elsewhere in the Province. As to supplies generally, the Townships along the Bay of Quinte alone were even, at the time referred to, far more than sufficient for all the demands, and now those Townships, and others throughout the Counties, export produce of all kinds, and stock to a very considerable extent. It may seem a small consideration when treating of so important a branch of the subject to take into account these circumstances, but there is no ignoring the fact that the absence of some of these minor luxuries had a serious effect on the minds, and perhaps digestion of some of the officials of Her Majesty's Provincial Government, and some people at a distance are persuaded that Kingston is a City built on a rock, surrounded with barren and stoney wilds, out of which a bare existence is wrung by the occupants, and but a scanty supply afforded to the City, and in defer-

ence to those thus unenlightened facts are dwelt on which may seem trivial to those in the least acquainted with the neighborhood. Since 1845, when the Government was removed to Montreal, this City has greatly increased in the number of well-built and commodious houses, which, with a well regulated and well supplied market, tempting the most fastidious would prevent even the temporary inconveniences which in that year were felt. If any families had to adopt double-bedded rooms, and to import their own celery in those days, we can now assure them 'nous avons changes tout axeler.' In short we claim for a City central, indeed almost in the very centre of the Province, to be governed, proverbially healthy, substantially built, strongly fortified, well lighted, thoroughly drained, pleasantly situated, abundantly supplied, easy of access, the focus of a net-work of good roads, the outlet of the produce of several rich counties, provided with a good harbour, and enjoying many other advantages, a preeminence among all Canadian Cities, as the Permanent Seat of the Government of the Province.

EFFECTS OF REMOVAL OF SEAT OF GOVERNMENT.

The effect of the temporary location of the Seat of the Government at Kingston has generally been regarded as injurious to the interest of that City, but whilst its permanency would doubtlessly have made Kingston the first City in the Province; it cannot be questioned that even its short establishment there was productive of beneficial results.

It has already been hinted that a want of enterprise has marked some of the wealthier class, but high rents, and the hopes of large profits, induced even them as well as others to build on speculation, and many handsome edifices now exist which would never have been erected in their present styles, had not the Capitol of the Province been for a while fixed here: such buildings have not in all instances been as profitable as their projectors anticipated, but none of them are unoccupied. Cases occurred even when the man who staked his all in some such enterprise was ruined, but the building was finished by some wealthier purchaser, and the City was benefited and ornamented by its construction, and in many instances money was invested which would otherwise have lain unproductive as far as

the public was concerned, in the hands of the wealthy capitalist; the Municipal Legislature of the City was encouraged to make improvements in streets, drainage, side-walks, and otherwise, and to erect the present handsome and expensive edifice, the CITY HALL and MARKET HOUSE, though not so useful as it would have been had the Government remained here. The whole building is occupied, and produces a revenue exceeding in amount the Interest on its cost. On the whole it may fairly be considered that the City was improved by the temporary location of the Government here.

PUBLIC MEN.

It is but just to mention as some criterion of the social state of Kingston, that she has furnished to the Bar, the Bench, the Senate and the Pulpit, many of those who in this land have most adorned them. Some, nay many of these have passed away, and their voice is no more heard: others live to enjoy their well won honors; but it would be invidious to particularize.

EARLY SETTLERS.

Many of the earliest settlers of the Province are still represented in Kingston. The Venerable Archdeacon, Rector of the City, who has performed the pastoral duties of his office for the last half century, accompanied his father, the friend of Sir William Johnston, and the first Missionary to the Mohawk Indians, from the bank of the Mohawk River to Montreal; and subsequently to Kingston, about the year 1783, he succeeded the present Right Rev. Dr. Strachan, Bishop of Toronto, in the Rectory of Kingston, which he has held ever since. Other members of the family of the Reverend Missionary, have occupied prominent positions in the Province. The late Sir James Stuart, Chief Justice of Lower Canada, was another son; the present Sir Charles Stuart is his grandson; the wife of Sir Allan MacNab was his grand-daughter, and other branches of the family are well known in different parts of the country. The grand-father of the Rev. Mr. Herchmer, assistant Minister of St. George's Church, came at an early day from the neighboring States, a County of which, (Herchmer County), still bears the name of the family,

which was one of those that first settled in that colony: he served in Butler's Rangers, and took part in the border warfare in which that company figured. To the Revd. John Stuart and Captain John Joseph Herchmer were granted in 1815, Lots Nos. 24, and 23, on which is situated the principal part of the City of Kingston, Lot 25 granted to Captain Grass and Cataraqui common being the sites of the remaining part: these lands of course became subsequently of great value. The heads of several other families which have acquired wealth and importance in the neighbourhood came in during, or immediately subsequent to the revolutionary war, sacrificing in many instances fair possessions and prospects to their attachment to loyalty and duty, and voluntarily exiling themselves to what was then looked on as a perfect Siberia: owing to the liberality of the British Government many of them afterwards became wealthy. The father of the late Reverend Robert and John Cartwright, Esqr., after being engaged for a time together with the late Honble. Robert Hamilton in business at Fort Niagara: then in possession of the British, left there when that place was ceded to the United States, and settled at Kingston. He built at Napanee what are still known as the Cartwright Mills. His family and that of Mr. Hamilton have since filled important posts in the history of the country, and their descendants live and own much valuable property in the locality of their early settlement.

The father of the Honble. John and the Revd. Wm. Macaulay settled during the revolutionary war on Carlton Island, then a British station and fortification, where he supplied the Commissariat and Garrison, and carried on business. In 1794 when that island was ceded to the Americans (who still hold it) Mr Macaulay removed to Kingston, where he amassed considerable property (1) and was succeeded by his son the Hon. John Macaulay who afterwards filled responsible situations under Government, and is still living.

The father of Mr. John Forsyth was another early and wealthy and respected citizen, and many others might be named, some still living and some well represented in their descendants, if space permitted or occasion required it.

(1.) When Mr. Macaulay removed to Kingston, he had rafted over from Carlton Island his log dwelling-house, and placed it where it now stands at the corner of Princess and Ontario Sts. It has since been clap-boarded over added to, and having been kept painted and in good repair is still a valuable building.

EDUCATIONAL INSTITUTIONS.

There are in Kingston two Colleges, Queen's College, and Regiopolis; the County Grammar School, 11 Common Schools, 2 Separate R. C. Schools, one School connected with the Nunnery, or Sisters of Charity, with numerous good Private Schools for boys, Private Schools for girls, Infant Schools, and other minor educational establishments, such as Evening Schools, Classes for teaching Continental languages, &c.,—in all, between 20 and 30.

QUEEN'S COLLEGE.

Queen's College is an educational institution of very considerable importance, and from it have issued graduates in arts, divinity and medicine, of no despicable attainments. It was incorporated by Royal Charter in 1842, and is under the management of a Board of Trustees and Senate. It has a Principal and four Professors in Arts and Divinity, besides six Medical Professors. It confers Scholarships of the aggregate value of £200, the highest being worth £12 10s. It numbers during the present year, 47 Medical Students, 30 in Arts, 10 in Divinity. Connected with it is a Preparatory School, where great pains are taken to prepare pupils for matriculation at the College. A good library, containing some 3,000 volumes, belongs to the College. A series of Meteorological observations are taken by the graduates, with the able supervision of the Rev. Professor James Williamson, under whose assiduous attention this branch of knowledge, so much neglected in Canada, has been carefully fostered.

This institution owns valuable real estate, and is aided by an annual grant from the Legislature of £750, and £250 to the Medical branch.

REGIOPOLIS.

Regiopolis College is a Roman Catholic Seminary of learning; it has three Professorships, the duties of which are discharged by Roman Catholic Clergymen. Beyond its own walls and its own community, it is little known as an educational institution.

GRAMMAR SCHOOL.

The County Grammar School is supported as those in other Counties, that is, by a grant from Government of

£100 per annum, and the tuition fees of pupils. It possessed formerly a small endowment; this has for the present at least been consumed in creating a fund for the liquidation of some debt on the school house,—a plain substantial building in a healthy and elevated part of the town; it is under the control of a Board of Trustees, appointed by the County Council, and is managed by a head-master and under master. It is one of the three Grammar Schools first established in the Province, and created by Royal Charter—the other two being at Cornwall and Niagara.

COMMON SCHOOLS.

The Common Schools are as in other places, under the management of the department of education, and the local control of a Board of Trustees and local Superintendent. There is a great want of proper and sufficient school houses, a want which it is anticipated will soon be supplied, the Board having in contemplation the immediate erection of proper buildings. The free school system has been adopted here; the difficulties usually attendant on its establishment have not been altogether escaped—the public seeming loth to tax themselves to any great extent for the purpose of general education. The School Tax will be for the current year, about 3d. or 4d. in the pound—last year it was 7d. A marked increase in the attendance at the city schools has taken place during the last two years, and there are now taught as large a number of children in the common schools of Kingston as in any other Canadian city, in proportion to its population: the standard of education may or may not be as high as in Toronto, Hamilton or Brockville, but if it is more elementary, it is not less sound. In free public schools, such as now established, it is perhaps as well not to aim at a higher standard than is here attained to. When good school houses are erected, it will doubtlessly be found necessary to adopt the Central School System, on the model of that so successfully carried out in Hamilton, Perth and St. Catharines, and perhaps elsewhere. When such is the case the present schools will rank high as primary schools, whilst the central school will have to compete with other similar institutions in the Province, and will not likely be behind them in character and value; these changes are in contemplation, and will before long be carried into effect. The people of Kingston do not fail

to appreciate the benefits of the sound education of its inhabitants in elevating the position of a city. A public library, containing some 2,000 volumes, has been established in connection with the city schools. The Roman Catholic Separate Schools are under the management of a separate Board of Trustees; they are supported as are the Common Schools, by a Legislative grant, proportionate to the average attendance of pupils, and by a rate settled by the Board, collected from all rate-payers; in the case of the Separate Schools, from the parents of pupils and supporters of the Schools, who are exempt from all other taxation for school purposes. The rate in their case is usually very low. The wealthier supporters of the Schools, with a praiseworthy zeal, voluntarily contribute largely to the required fund. Among the private schools are many excellent academies for both boys and girls, which afford both ornamental acquirements and substantial classical and commercial education.

PUBLIC INSTITUTIONS.

The Public Institutions not before mentioned, are the General Hospital, the Hotel Dieu, the House of Industry, and the Mechanics Institute.

HOSPITAL.

The General Hospital, which has been already incidentally mentioned, was built about 15 years ago from private donations, and was used for a period as a Parliament House. It is under the management of a Board of Trustees, appointed one-half by the Government, the other by the City Council; it is supported by a Legislative grant and private donations. The estimated grant for this year is £1,000.

HOTEL DIEU.

The Hotel Dieu is a Hospital established and supported by the Roman Catholic body, and by a grant of £200 per annum from the Government. It is a plain stone building, situated in an airy part of the city; the establishment is managed by Nuns and Sisters of Charity, whose attention to their patients is unremitting, and who receive under their care the ailing of whatever religious denomination he may be who claims admittance.

HOUSE OF INDUSTRY.

The House of Industry is the City House of Refuge for the destitute; it is under the management of a committee of the City Council, and it is supported by a Legislative grant and by private and occasional public donations. The estimated grant for the present year is £750.

THE MECHANICS' INSTITUTE.

The Mechanics' Institute has not yet erected a building for its own use, but the example set in other cities will no doubt soon incite its managers to do so. It is a most useful institution and fairly supported. It possesses a library, containing about 2,000 volumes, and the nucleus of a museum. Some of the first citizens have acted as its Presidents. It receives from Government the annual grant of £50.

PUBLIC BUILDINGS.

The Public Buildings of the city consist of the City Hall and Market Buildings, the Churches, Banks, Hospitals, and Colleges, and the new Court House and Jail, now erecting; a Custom House and Post Office are also about to be built by the Government, as also an Asylum for insane Convicts; though not actually within the limits of the city, the Provincial Penitentiary might also be classed among the Public Edifices of Kingston.

CITY HALL AND MARKET HOUSE.

The City Buildings consist of a handsome cut stone edifice in the shape of the letter T; the front elevation is in chaste palladian style. The centre is ornamented with a dome which overlooks the city and the bay, and from which a good view of the city is obtained. This building contains the City Hall, a large and well proportioned room used for all public purposes; the Council Chamber, City Offices, &c., portions are rented for Reading Rooms, of which it contains two, the Office of the Bank of British North America, the warehouse of an extensive mercantile firm, and for other purposes. It was erected at a cost of about £30,000 in 1843, when Kingston was the seat of the Provincial Government, and is the finest structure of the

kind in Canada. Dr. Lillie calls it, "the noble Market House at Kingston." The funds for the purpose of building it were borrowed in England, but have since been repaid.

REGIOPOLIS COLLEGE.

The College of Regiopolis, a Roman Catholic College, is a plain un-ornamented, but substantial stone building, on an elevated spot in an airy part of the town; it is a conspicuous object from the water and most parts of the city. Attached to it is the Vicar-General's garden, a very well cultivated and productive plot, which is worked and managed with more than ordinary skill and care.

ROMAN CATHOLIC CATHEDRAL.

The Roman Catholic Cathedral is a handsome edifice, in a commanding position, well proportioned, and grand in its dimensions; the interior is very elegantly finished. The tower and spires, which, when completed, will add much to its beauty, are yet unbuilt. These, with the handsome Episcopal residence adjoining, are built on Selma Park, a very valuable tract of land devised to the Roman Catholic community by the late Bishop Macdonell, who long resided at Kingston, and whose memory is much and deservedly respected by its inhabitants.

HOSPITAL.

The Hospital is a plain stone building without architectural pretensions.

QUEEN'S COLLEGE.

Queen's College is a sightly pile in a conspicuous spot, and was intended at first for a private residence, being built and used for such by the Venerable Dr. Stuart, Archdeacon of Kingston. It is in contemplation to add largely to this building; the addition will probably be commenced next year.

Some of the Churches, which are numerous, are handsome. The oldest and largest, next to the Roman Catholic Cathedral, is

ST. GEORGE'S CHURCH.

This is a fine old structure, erected at an expense of £14,000, raised, as a tablet in its porch informs its readers,

partly by a sale of Church lands, by contributions from the congregation, and by a grant from Government, obtained through the intervention of Sir Peregrine Maitland, the Governor of the Province. It was built in 1825, and much enlarged in 1840. The Rector, the Venerable Archdeacon, and the Assistant-Minister, Mr Herchmer, each contributing the munificent donation of £1000 towards the cost of enlargement. This Church covers the remains of many officers of the garrison of Kingston, who have ended their days there; also of many old and respected inhabitants. The former English Church, built of wood, stood on the adjoining block opposite the market place: it was standing within the memory of the present generation. In that old church, in 1792, was read and proclaimed the act constituting the Province of Upper Canada. The capital of the Province was then at Newark, now Niagara, and there it is presumed the act was first read, but as there were only two Legislative Councillors and five Members of Assembly present, and as the mediums of publicity were then few and limited, it was deemed advisable, it appears, to publish the law in the church of the oldest city in the new Province.

ST. PAUL'S CHURCH.

St. Paul's (Episcopal) Church stands in an ancient grave yard in Queen Street. It was originally built from funds subscribed for the purpose of building a church in memory of the late Rev. Robert Cartwright. It was destroyed by fire about two years ago and has recently been rebuilt. It is a becoming church-like structure with a tower, which is still incomplete. The interior is finished in simple but chaste style, and with good taste, and the design is carried out with a proper regard for church and rubrical proprieties.

ST. JAMES' CHURCH.

St. James' (Episcopal), is a well proportioned Stone Church in the Western part of the City.

WESLEYAN METHODIST CHURCH.

The British Wesleyan Methodist Church is a newly built, elegant and church-like building, well situated, and

of chaste architectural design, with thoroughly furnished and decorated interior, it cost £6000.

ST. ANDREW'S CHURCH.

St. Andrew's (Presbyterian), a plain unpretending building, stands in the upper or northern part of the City. It is a very suitable and appropriate structure, and has long been the place of worship of the congregation that meet there.

CHALMERS' CHURCH.

Chalmers', or the Free Scotch Church, is a well built, but not inelegant building, built almost by the unaided exertions of its own congregation.

FRENCH ROMAN CATHOLIC CHURCH.

An old French Roman Catholic Church, having on its gable the date of its erection, 1808, is still in use and in good condition.

Besides these there are the Irish Presbyterian, the Primitive Methodist Church, Congregational and Baptist, and other places of worship, making in all 15 Churches in the City.

COURT HOUSE AND JAIL.

The new Court House and Jail, now nearly completed, will form a very handsome ornament to the City. It stands on a commanding site. The design is very chaste and elegant, and the building will present a very fine appearance from the water, on approaching the City. The interior arrangements are judicious and commodious. It is erected by the County Council at a cost of £20,000.

The front elevation of this handsome building is in Grecian Ionic style, with six pillars, and surmounted by a dome. The total length is 208 feet, width 54 feet. The lower storey is designed for public offices, and spacious accommodation is afforded to all officials. Above are the Court and Council Rooms, consisting of the Assizes and County Court, the Division Court and the County Council Rooms, each well adapted for the requisite purpose. The Jail and Jailor's dwelling are contained in a separate building, intended as a wing of almost equal size with the Court House, being 200 feet by 54. The centre forms the Jailer's

apartments, on either side is the Jail, divided into 14 separate day rooms and 96 cells, with separate yards, out-houses, &c. Every arrangement has been made for the proper classification of prisoners; a subject so much neglected in Canada generally, and the Juvenile delinquent here suffers no contamination from the hardened culprit. The whole is carefully and uniformly heated by hot air, and thoroughly ventilated. The design comprises a corresponding wing to the Jail now in course of erection for the accommodation of City offenders, and to ensure a still further separation between male and female prisoners. To enable the projectors to carry out this plan a grant of some £5000 was required from the City Council, which some unfortunate misunderstanding between the two Municipal bodies prevented being made.

OLD COURT HOUSE.

The former Court House and Jail, adjoining Saint George's Church on King Street, was built about 23 years ago. At that time it was the finest edifice of the kind in the Province: latterly it had become very much delapidated, and totally inadequate to the wants of the public. It has now passed out of the hands of the County Council into those of the Provincial Government. It will be immediately taken down, and on its site built a Custom House and Post Office; the proposed designs for which are very handsome. The intended buildings will form a still further important addition to our public edifices.

On the site of the old Court House was formerly a large three-storied massive stone building, built at an early period in the history of the city, and taken down to make room for the present building. It served the purposes of Jail and Court House, the Jail yard surrounded by a stone wall occupying that portion of the block where St. George's Church stands.

Among the Banks, the COMMERCIAL and MONTREAL are substantial, massive, and elegant buildings. The Penitentiary is described when speaking of the Township of Kingston.

HARBOUR, WHARVES, TRADE, COMMERCE, &c

The Harbour of Kingston is very capacious and safe,

and would shelter a perfect fleet of vessels. It is also easy of approach. It is lined with a row of some 20 wharves, some of them very extensive, and furnished with spacious warehouses and accommodations for the forwarding trade. On one of them is erected the extensive grain elevator, mentioned before. The building containing it is fire-proof and about 100 feet in height, and 52 by 66 in size. The elevator is 69 feet in height, and is worked by a steam engine of 60 horse power. This machine will unload 3000 bushels of grain per hour, the warehouse has capacity for storing at least 80,000 bushels of grain. The same engine that works the elevator also propels machinery for the manufacture of cut nails and spikes of all sizes, of which it is capable of turning out when in full operation, 2,000 lbs. per day. The amount of iron used in this manufactory is estimated at 700 tons per annum. The firm owning this extensive establishment, tranship annually, on their own account, or on account of consignees, but chiefly on their own account, about 600,000 bushels—a great proportion of which is sent to England. Though not on so extensive a scale as that above described, there are other large forwarding establishments, where a large amount of business and transhipment is carried on. The schooners of large tonnage now find it most profitable to confine in a great measure their trips to the open lakes, while the facilities for transhipment induce forwarders to use barges on the St. Lawrence, which are aided in their passage up by the Government line of tugs; thus a description of business which the St. Lawrence Canals and improved navigation of the river was supposed to have almost extinguished at this port, is fast returning to its wharves.

SHIPPING TRADE.

The Shipping Trade of Kingston has always been a chief source of its importance and prosperity. In this neighborhood, at Ernesttown, in 1817, was built the first Canadian steamer that navigated these waters; and here are now built and owned some of the largest and finest steam and other vessels that have traversed these lakes.—The Ship Yards and Marine Railways at Kingston, Garden Island and Portsmouth, have launched on these inland seas the greatest in number and largest of tonnage of Canadian

vessels in Canada West; Kingston being second only to Quebec in the extent of its ship building.

Here in 1814 was built the three-decked ship-of-war "Saint Lawrence," at a cost of £500,000. The chief cause of this enormous cost was the expense of transportation of stores and equipments from Montreal. The same weight of material could now be, and might have been at any time since the construction of the Rideau Canal, conveyed here at about a hundredth part of the cost.

Not only was the first steamer, but the first schooner launched on these waters, built in these counties. In 1678, a vessel of some ten tons burden was launched here; another of similar size and tonnage was launched at Oswego about the same time, and a much larger vessel, about 60 tons burden, the "Catarqui," (1) was built on Lake Erie the following Spring. In 1853, the aggregate tonnage of the vessels built at the ship-yard in Kingston alone, apart from those built at Portsmouth and Garden Island, amounted to 2500 tons: the cost of these vessels was £26,000, of which £14,600 was paid for labor.

KINGSTON MARINE RAILWAY.

At this establishment a large amount of business has always been carried on, and a large number of vessels built for both lake and ocean navigation—the largest being of 750 and 850 tons burden. Three vessels of this tonnage, recently built, are now employed in ocean navigation. To give an idea of the value of an establishment of this kind to the city, and the extent of its transactions, it may be stated, that there are consumed in it upwards of 150,000 cubic feet of timber, and 4,000 crooks annually.

The greater part of this timber and all the crooks are drawn from the country around Kingston, and the labour of getting out and transportation, affords winter employment to hundreds of men and teams. Nearly 200 persons are employed in the yard, chiefly shipwrights and carpenters, and the weekly wages alone amount to about £400.

(1.) An interesting account is found in Father Hannepin's narrative of the building and fate of this vessel. She was built above the Falls of Niagara in 1679, under the direction of La Salle, (the French Governor,) and the enterprising Father, and after proceeding to the upper lakes, and weathering a severe storm on Lake Huron, she was freighted with valuable furs, and commenced her downward voyage, but unfortunately was never heard of after leaving Green Bay, on Lake Michigan. She was 60 tons burden, and carried 7 guns.

Extensive stone buildings, for work shops, are erected, 150 feet in length, with offices, moulding loft, &c. A steam saw mill, with 30 horse-power engine, drives saws, lathes, saws for cutting crooked timber, and planing machines, and is also applied in hauling up vessels on the ways; it is capable of hauling up a vessel of 300 tons.

GARDEN ISLAND AND PORTSMOUTH MARINE RAILWAYS.

At Garden Island a large trade is carried on in ship-building, and in the timber and stave carrying trade. And the ship-yard at Portsmouth is now as much alive as in its palmyest days, with the bustle and noise of busy workmen and all the signs of enterprize and prosperity. The stave and timber carrying business conducted at Garden Island is very extensive, and a number of schooners and several steamers are employed in it. A firm at this place contract to supply the Government tug line between Kingston and Montreal with the necessary steam tugs, at a cost of about £6,750.

MANUFACTORIES.

Kingston possesses peculiar facilities for manufacturing purposes. Her position renders these doubly valuable. The nearest Canadian port to the great Atlantic cities; the key to the Upper Lakes; the outlet of a valuable and extensive tract of country; these commercial advantages gives to her manufacturing trade additional impetus and energy. The iron factories of the City are extensive; of these the

ONTARIO FOUNDRY

Alone has, during the last two years, turned out ten locomotive engines with tenders; these have been sold to the Grand Trunk Railroad Company, at an average cost of £3,000 each; seven of them are already at work on the road, and numerous others are in course of construction.

KINGSTON FOUNDRY.

The Kingston Foundry manufactures a large number of Marine and Stationary Engines; almost all the first-class steamers, built in our western ports, have of late years been furnished from this establishment, especially since the closing of the Foundry Works of the Niagara Dock Co. Boil-

ers, mill-gearing, and heavy castings of all kinds, are manufactured here, and from 50 to 100 men kept employed.

GORE STREET FOUNDRY.

The Gore Street Foundry supplies engines, &c., boilers, and heavy castings, gas and water pipes, &c. Cities at a distance laying down water and gas pipes have had them cast here.

THE EAGLE FOUNDRY.

The Eagle Foundry casts stoves and ploughs chiefly; these they make in great numbers—employing constantly some 30 men, and casting from 1,000 to 1,800 stoves, of all patterns, annually.

MAIR'S FOUNDRY.

Mair's Foundry builds portable and other engines, boilers, steam pumps for vessels, &c. In all these establishments an active business is carried on.

EDGE TOOL FACTORY AND IRON AND AXLE FACTORY.

In the iron trade are also a factory for the making of Edge Tools; another for the manufacture of Agricultural Implements, Forks and Cut Nails. Also, a company called the Kingston Iron Axle Manufacturing Company, for the manufacture of Iron Axles and Screw Bolts, &c.

NAIL FACTORY.

Besides the Factory before mentioned for the manufacture of Nails, connected with the steam elevator.

MANUFACTURES BY CONVICT LABOR.

Several of these Companies avail themselves of the labour of convicts at the Penitentiary, which is let out by contract, and have erected steam engines in that institution for the purposes of their trade. The Edge Tool Factory, the Fork and Nail Factory, adopt this system; large sums are paid annually for labour in this way, and the prison thus rendered, to a great extent, self-sustaining.

Other Factories also follow the same course. The

Penitentiary Cabinet Warehouse turns out a very large quantity of furniture of all descriptions.

The Penitentiary Shoe Warehouse supplies an immense quantity of the produce of their trade to all parts of the country.

PRINTING OFFICES.

There are six Printing Offices in the city, one using steam presses, and two publishing houses; four newspapers—three dailies and one semi-weekly. The first daily paper issued in Upper Canada was the *British Whig*, issued at Kingston.

TANNERIES, BREWERIES, &C.

Of Tanneries there are two in the city, and one very extensive one at Portsmouth.

Breweries four, and one at Portsmouth.

MORTON'S DISTILLERY.

Distilleries one, but that one is very extensive. At it are consumed annually, some 200,000 bushels of coarse grain of various qualities. The proprietor of this vast establishment has for some years past, advertised to pay a certain price for rye, which has been the means of increasing the culture of that grain to a great extent in the various townships, as is seen by the return of their products. The Distillery, with the Brewery connected with it, is the most extensive of the kind in the Province; it employs at least 100 men constantly. Adjoining the Distillery is a very extensive range of cattle-barns, capable of containing 1000 to 1200 head of cattle, and during the winter season filled in every stall with fattening cattle. There is no where else in Canada, and scarcely elsewhere, a similar concern to this. A thousand fat oxen under one roof make a goodly show. These animals are mostly, perhaps all, supplied from within these counties; they are fed from the Distillery wash, and with a full supply of hay, and are soon in splendid condition for the shambles.

MINERAL SPRINGS.

On the site of this Distillery, whilst boring for water, two Mineral Springs were discovered: the waters of which

are strongly impregnated with iron, and possess valuable medical properties.

The following analyses of them was made by Professor Williamson:—

UPPER WELL.	LOWER WELL.
Specific gravity...1,0432. In an Imperial Pint. Carbonite of Lime.... 3,2631 grains. Carbonite of Magnesia.11,2653 " Sulphate of Lime..... 3,4716 " Chloride of Sodium...261,3108 " Sulphate of Megnesia... 4,3092 " Chloride of Calcium..112,8025 " <hr style="width: 20%; margin-left: 0;"/> 457,2700 Iodine and Bromine, (traces.) Gases, Carbonic Acid Gas.	Specific gravity...10.10. In an Imperial Pint. Chloride of Sodium.... 45,64 grains. Sulphate of Soda.....21,36 " Chloride of Calcium....35,59 " Chloride of Magnesium..15,43 " <hr style="width: 20%; margin-left: 0;"/> 117,52 Gases, Carbonic Acid Gas, and a trace of Sulphurated Hydrogen.

FACTORIES, &C.

There are two Planing Machines, and several Cabinet Maker's Lathes worked by steam.

When it is recollected that 25 years ago there was not a lathe for turning iron in the city, it will be admitted that in the progress of manufacturing enterprise Kingston has not been behindhand.

Numerous branches of Mechanical business and trades are carried on, such as Chair Factories, Broom Factories, &c., which it is not deemed necessary to particularize, but they, with business generally, appear all to be prospering, and maintain a good name and credit. If as much display and apparent rapid advance is not seen as in some cities, neither is the same recklessness and consequent bankruptcy visible, but a sound and wholesome system of business steadily and safely increasing, guarantees future prosperity.

MONIED INSTITUTIONS.

The Monied Institutions are the Trust and Loan Company of Upper Canada, established in 1851, and authorised to lend money, on the security of real estate, for five years at an interest of 8 per cent. It has done a very extensive business since its establishment, and in the absence of a sufficiency of a circulating medium to represent the valuable real and personal assets of the community, must have been of extensive benefits. Its capital is £500,000.

The Commercial Bank of the Midland District is established here, and is one of the oldest banking institutions

in the Province, being established in 1832. Its capital is now £1,000,000. It does a very extensive business, and has agencies in all the principal Canadian cities.

The Banks of Montreal, Upper Canada and British North America, have agencies here.

Of Insurance Companies, the head offices of the Atheneum and the Beacon are here, and agencies are kept of the principal offices in the Province.

There are two Building Societies, and one has been very successfully and satisfactorily wound up.

CONNECTION WITH SEA PORTS AND OTHER CITIES.

Kingston, when the Grand Trunk Railroad shall be completed, will be within easy distance of every part of Canada reached by that line and its tributaries. It lies opposite the American port of Cape Vincent, at a distance direct of only 12 miles. In winter the ice affords a safe and speedy means of communication, and a line of stages run several times daily; in summer, the communication by steam is also rapid.

It has been attempted to make it still moreso by the construction of a Canal across Wolfe Island, which is at present unfinished. Cape Vincent is united by a railroad with Rome, whence railroads diverge in every direction, to all the principal cities in the United States. Sackett's Harbor and Oswego are also within a few hour's journey, by steamer, and from them, particularly Oswego, communication is safe and rapid to all the most important places in the Union. At the head of the River, and port of Lake navigation, Kingston is easily reached from all the cities and ports on either side of the water—between the chief of them and that city, steamers daily ply. Many of these steamers, some of which are the finest on these waters, have been built and are owned in Kingston, as is a very large amount of shipping generally.

FINANCIAL STATISTICS, &c.

The Financial affairs of the city may be judged of from the statement given below. The assessed value of property is £75,436: taxes about 3s. in the £; population about 15,000. The city owns about £7,500 worth of real estate. The roads in which it holds stock have not yet been open-

ed a sufficient time to afford a return, but they will ultimately add largely to the revenue.

Kingston is divided into seven wards; two Aldermen and two Councilmen from each, form the Municipal Corporation, which is presided over by a Mayor.

It was incorporated in 1838, and sends one member to Parliament; the present member, who is also Attorney-General of Canada West, has represented it for a number of years. A former member was also Attorney-General and died a Judge of the Queen's Bench; another member, for Lennox and Addington, was Solicitor-General and died a County Court Judge, and a man of wealth and station. The County of Frontenac sends one member to Parliament; the present member is Solicitor General for Canada West. Lennox and Addington are joined for the purpose of representation, and send one member, who at present is also Warden of the United Counties, and presides over the County Council.

The value of the exports and imports entered during the last years, is shewn by the following figures:—

	EXPORTS.				IMPORTS.				DUTIES COLLECTED.			
1851,	£30,046	12	8	£151,531	18	4	£17,249	13	0			
1852,	96,351	16	5	169,832	10	7	21,757	8	10			
1853,	96,249	4	4	212,348	15	10	27,027	19	5			
1854,	96,570	6	0	276,397	2	4	29,032	18	2			
1855,	93,802	12	10	494,342	13	6	21,884	5	11			

Account of the Liabilities and Assets of the City of Kingston on 31st December, 1855.

ASSETS.		LIABILITIES.	
Cash in Chamberlain's hands.....	£ 69 15 9	City Notes, \$1 and \$2 afloat.....	£ 55 5 0
Bills receivable.....	266 13 6	scrip.....	21 16 6
Stock in Wolfe Island Canal.....	3,750 0 0	Debentures consolidated, 69,333 6 8	
Do. Kingston and Perth Road.....	17,108 6 8	Do. Wolfe Island Canal.....	3,015 10 10
Do. do. Pittsburgh & Gananoque Road.....	5,000 0 0	Debentures Kingston, Pittsburgh & Gananoque Road.....	5,000 0 0
Do. Kingston and Phillipville do.	7,317 10 0		
Provincial Government account of Recorder's Court.....	65 0 9	Bills Payable.....	77,348 17 6
Sinking Fund, applicable to Consolidated Debentures.....	3,300 2 2	Lunatic Asylum.....	3,548 2 11
Balance of taxes from the years 1851, 1852, 1853, 1854 and 1855....	3,994 0 5	Common Schools.....	397 15 6
Balance of School Tax, for 1855...	1,905 8 9	Fire and Hose Companies.....	930 0 0
Sundry personal accounts, as per report.....	1,701 14 3	Sundry accounts, as per filed report.	1,190 5 7
Balance, being the net amount of City Debt, on 31st Dec., 1855.	39,181 2 6		
	<u>£88,659 14 9</u>		<u>£88,659 14 9</u>

THE COUNTIES.

The Townships along the shores of the Bay of Quinte have been long settled, and are, almost without exception, exceedingly fertile, and of excellent soil. The original settlers were principally Americans, who, in the trying times of the revolutionary war, preserved unstained their attachment to Great Britain, and were known as United Empire Loyalists. A large number of these, headed by Sir John Johnston, selected the shores of the Bay, as the spot where they would draw the grants of land made to them by the Government, in acknowledgment of their services, of their loyalty and their losses. After the war very many adherents to the cause of the mother-country joined their friends in Canada, and drew land in the same neighborhood. Very good judgment was displayed in the selection they made. Some of the sites of the homesteads along the margin of this beautiful sheet of water, are in the most picturesque situations, and possess at the same time all the advantages of the finest land. Three generations may be said to have passed away since these yeoman-warriors first laid the axe to the giant forest trees, that then covered the face of the country they had chosen as their home; during that time the forest has gradually receded from around their well and substantially built dwellings; even the unsightly stumps and snake fences have disappeared, leaving in their place, level and straightly furrowed fields, surrounded by good board fences, or dry stone walls, or perchance a quick-set hedge. The direct descendants of these earliest settlers now form the wealthiest yeomanry of the Counties: the younger branches spreading themselves throughout the surrounding townships, or even to more distant places.— And well many of them deserve the prosperity they enjoy; their forefathers having abandoned valuable lands, homes,

friends and country, to seek their fortunes in the wilderness, rather than swerve from that allegiance for which they had, most of them, risked their lives.

The Townships, within these Counties, situated on the Bay shore, and consisting of Kingston, Fredericksburgh, Adolphustown, Ernesttown and Richmond, may all be considered as well settled, populous, wealthy, and in a great measure well cultivated townships; their particular features and relative wealth and population, will appear in the statistical account of each.

The population of the Townships of which these sturdy pioneers were the first settlers, possess features peculiar to the country of their adoption, and in habits and manners resemble more the people of some of the neighboring States, always excepting, in their undeviating attachment to Great Britain. Many of the tastes, habits and ideas, imported with them when the country was young, are still adhered to, and mingle oddly with the more modern and artificial notions which the present progressive age has engendered. More soldier than farmer, the United Empire Loyalist, though, in most instances, a man of intelligence, introduced but a primitive system of agriculture: and the facilities of acquiring lands in the western part of the Province, has in a measure prevented that mixture among them of the more scientific and educated agriculturalist from the old countries, which has helped to improve other parts of Canada. It has only been of late years, and since the general establishment of agricultural societies, that the real capabilities of these townships have begun to be developed, and improvements been introduced, which have resulted in making, even in the neighborhood of Kingston, where the soil was looked on as comparatively unproductive, some of the best and handsomest farms that can be seen in the Province.

It has been truly said by a brother essayist, that the characteristic of the Upper Canadian farmer was unquestionably "plenty;" there is no better exemplification of the truth of this statement than the features of the townships we are describing. Owing the soil in fee, lightly taxed, and with limited desires, the Bay of Quinte farmer is, in most instances, as independant a man as can anywhere be met with. Unlike the settler, who has to pay cash for his land, he has been born the "monarch of all he

surveys," with ample room and opportunity to achieve a competence, where the former husbands his resources and his produce, and markets over bad roads the fruits of his labour and economy, reserving for his own use only, the least valuable or most unsaleable; the latter drives to town or to the neighboring village, over roads fit for a carriage drive round a lawn, such surplus as he finds he cannot, after indulging in a plenty bordering on profusion, consume at home. His wife and daughters dress in equally fine fabrics, if not with equal elegance, as their city friends. The talented essayist, I have quoted above, describes a scene at a quarterly meeting at a Methodist meeting house, where he counted 23 pleasure waggons; this was doubtlessly in a newer township than any now under consideration, for had he been present at the laying of the corner stone of the Grand Trunk Railroad Station House in Ernesttown, or of the new Town Hall at Napanee, he would have found some difficulty in numbering the pleasure carriages, the handsome and spirited horses in harness, or under saddle; the silk dresses, or superfine broadcloths, that graced the forms of the fair women and active men of this settlement. It is not to be imagined, however, that there are not many sad exceptions to the above picture of the prosperity of the yeomanry in these townships; the sons of some of those men who have hewn out a home in the primitive forest, have, in some cases, through bad management or bad conduct, suffered their possessions to pass to the stranger: the speculating merchant has grasped their all under a mortgage, and indolence or dissipation has completed the ruin. The very taste above mentioned, for the showy productions of other lands, and finery in attire, is not likely to lessen the amount of the merchants mortgages. These evils, however, are rapidly curing themselves, or producing an equivalent or greater amount of good—the idle and shiftless sells out to the practical and industrious farmer, who introduces among his neighbors the latest improvements in agricultural skill, and new implements of husbandry, new systems of drainage, new stock or improved breeds, occupy the attention and employ the capital of the father of a family, whilst his wife and daughters, though well able to compete with the gayest and grandest, readily forego, when necessary, the imported and costly silk and velvet, sported by the family of a less enterprising neighbour, and set an example of neatness, taste and appropriateness, in attire.

TOWNSHIPS.

The County of Frontenac contains the Townships of Kingston, Pittsburgh and Howe Island, Wolfe Island, Storrington, Loughborough, Portland, Hinchinbrook, Bedford, Ossa, Olden and Kennebec, Barrie, Clarendon and Palmerston.

Lennox contains Adolphustown, Fredericksburgh and Richmond; and Addington, the townships of Amherst Island, Camden, Ernesttown, Sheffield, Kaladar and Angelsea.

Of these, the Townships fronting on the River or the Bay are Pittsburgh and Kingston, in Frontenac; and Ernesttown, Fredericksburgh, Adolphustown and Richmond, in Lennox and Addington. To the townships along the bay the preceding remarks more particularly refer. These townships were laid out about the year 1783, and were named, as the reader need scarcely be told, after various members of the Royal Family of Great Britain, and prominent statesmen. Some of them, with certain townships in the adjoining counties of Prince Edward and Hastings, were formerly known as first town, second town, and so on to tenth town, in the following order:—1. Kingston: 2. Ernesttown: 3. Fredericksburgh: 4. Adolphustown: 5. Marysburgh: 6. Sophiasburg: 7. Ameliasburg: 8. Murray: 9. Sidney: 10. Thurlow. Some old farmers still designate them by their numbers.

TOWNSHIP OF KINGSTON.

Kingston contains not only the city of that name, but various villages; one of the nearest to the city, is that of Waterloo, a very pretty and neat little hamlet, about three miles from town. It contains about 300 inhabitants, and has its Town Hall, Church, Stores, Inns, &c.

In the neighborhood of this village is the Cataraque Cemetery, laid out on a rising ground, crowned by a grove of small pine trees. Much care and skill in landscape gardening has been displayed in rendering the grounds picturesque and pleasing; a fine and extended view of the surrounding country, and a pretty glimpse of the bay is obtained from the Cemetery grounds. This spot is not excelled in beauty and appropriateness by anything in the Province, and is compared by travellers, who view it, to Greenwood

Cemetery, in Brooklin. It covers some 65 acres of land, and when ornamented by such numerous and elegant monuments, as the living have erected to mark their respect to the beloved dead in older places of sepulture, will be unsurpassed by the oldest and most beautiful Cemeteries known.

Portsmouth is another village about equi-distant from Kingston with Waterloo, lying Westward on the Lake shore; it was, at one time, a very bustling spot, and much enterprise was evinced in ship-building. It suffered for a time from the withdrawal of the Seat of Government, and the construction of the St. Lawrence Canals, but has now recovered its former prosperity, which promises to continue. The ship-building business has revived, and is carried on with energy and success. In its neighborhood are several handsome houses and villa-residences: the surrounding country offering very inviting spots for building. It contains about 350 inhabitants, and a large amount of rateable property, and has an exceedingly neat unique little Church, in old English style, with a belfry, and a parsonage; also, a chapel, a very extensive tannery, a brewery, a marine railway and ship-yard, and several other places of business. Contiguous to it is the

PROVINCIAL PENITENTIARY.

An immense massive pile of stone buildings, surrounded by a lofty stone wall, flanked with towers. Its discipline and management are looked on as satisfactory to the public; it is managed by a Warden and Board of Inspectors, appointed by the Provincial Government. Its affairs are reported on annually, and for that reason, and that it is not an institution purely local, it is not considered necessary here to enter very fully into its details. It may be stated, however, that in connexion with it, it is contemplated to erect an Asylum for insane convicts. Parliament has granted £26,500 for this purpose, and the plan of the intended building is very spacious, and the design handsome and ornamental; it will contain ample accommodation for the officers connected with it, and will be a valuable addition to the public buildings of the City and County. A very healthy and suitable spot outside the city limits, formerly the property of the late John S. Cartwright, Esq., has been selected for its site. The following brief extract from

the last report of the Inspectors of the Penitentiary, shews the present annual cost to the Province of this Institution :

1st January, 1855, cash on hand.....	£ 858	9	2
Government Grant for 1854.....	5,000	0	0
Do. do. 1855.....	10,000	0	0
Less debt due to the Provincial Penitentiary,	24	14	4
	<hr/>		
	£15,883	3	6

31st December, 1855, cash on hand.....	£ 402	4	11
Debts reduced during the year.....	3,851	5	8
Increase of Stock on hand.....	714	15	2½
Increase of Real Estate.....	3,035	6	7
Account against Lunatic Asylum.....	442	15	7
Award to Messrs. Stevenson.....	573	5	7
	<hr/>		
	£9,019	15	6½

Exact cost to the Province during the year 6,863 9 11½

The total receipts and expenditure, and the value of the convict labour, is shown by the following statement:—

The Provincial Penitentiary Annual Balance Sheet with the Provincial Government, ending 31st December, 1855.

Dr.			
Jan. 7, 1855.			
To balance as per last year's return...	£ 859	9	2
Received from Government Grant,			
1854.....	5000	0	0
Do. do. do. 1855.....	10000	0	0
Stone Shed.....	£1027	46	1
Carpenter's Shop.....	86	6	7
Tailor's Shop.....	22	16	9
Blacksmith's Shop.....	1	18	6
Matron's Room.....	2	12	0
Oakum.....	110	6	6
Lime.....	21	11	2
Convict contract labour.	7730	13	10
	<hr/>		
	9004	1	5

CONTINGENCIES.

Rent Account.....	93	6	8
Sundry Accounts.....	62	11	11
Arch. Garrett.....	27	10	0
James Gardiner.....	3	8	9
Proceeds sale of Pork...	164	12	1
Stable Account.....	51	13	4
Military authorities.....	17	13	11
	<hr/>		
	420	16	8
	<hr/>		
	£25,283	7	3

	Cr.
Dec. 1855.	
By Vouchers No. 1 to 1096, transmitted to Auditor's Office.....	£24,881 2 4
Cash on hand.....	402 4 1 ¹

SUMMARY OF EXPENDITURE.

Hospital.....	£316 16 11
Soap, Candles and Oil....	347 13 8
Contingencies.....	832 1 4
Wood and Coal.....	1993 16 11
Prison building.....	2368 14 10
Clothing and Bedding... 2584	0 0
Furniture and Tools.....	161 9 5
Provisions.....	\$156 16 10
Stable.....	702 7 10
Stationary.....	63 8 10
Library.....	15 5 0
Oakum.....	24 10 11
Convict's allowed.....	98 13 8
Officer's pay.....	7215 6 2
	£24881 2 4
	£25,283 7 3

TOWNSHIP OF KINGSTON—*Continued.*

Within this Township, on the Rideau Canal, about five miles from the city is situated "Kingston Mills,"—a pretty and picturesque spot, whose scenic beauties approach to grandeur; they are heightened by that splendid specimen of human art and skill, the Locks of the Rideau Canal, by which vessels ascend a height of 45 feet through five capacious basins of hewn stone. At Kingston Mills is a very extensive Saw Mill, and a Tubular Bridge carries the Grand Trunk Railroad across the chasm formed by the stream and the lofty rocky banks.

Through the Township runs a stream known as Collins' Creek, connected with a small, but pretty lake of the same name, on one side of the Township, and emptying itself into the Bay of Quinte, at the other side, at Collins' Bay. Collins' Bay, now called Port Royal, or Collinsby, is about five miles west from Kingston. A beautiful and capacious harbor is formed there, by an indentation in the shores of the Bay of Quinte at the mouth of the creek we have just named. There will be a station of the Grand Trunk Railroad here, and it is expected that a flourishing village will rapidly spring up. It consists at present of a Post Office, Inns, Shops, and a cluster of neat dwellings, forming the nucleus of what will doubtlessly prove a thriv-

ing town. On Collins' Creek are several good substantial grist and saw mills.

A small portion of the lands in Kingston, particularly along the Kingston and Napanee Road, is of little value and rocky, such part lying, as it does, in the neighborhood of the city, gives an unfavorable impression of the surrounding country generally. It has been found, however, that with a little outlay of labor, the larger part of it can be rendered, not merely serviceable, but highly productive. On some farms, once deemed of little value, the stones have been cleared away, and the soil, by proper treatment, made to yield largely. It will surprise some to be told that many tracts of land, within the township of Kingston, have produced an average of 40 bushels of wheat per acre. The truth is that lands in this neighborhood have been very much underrated; it is true that they require more care and outlay than the heavily timbered rich alluvial lands in the west, which after clearing, require scarcely any treatments at all; but now that attention is being turned to their nature and acquirements, it is seen that they yield a fair return for the care and outlay they demand, and also, that being in many places a retentive clay soil on a limestone formation, and capable of great improvement by drainage, they will bear a succession of crops without impoverishment, while good roads, a healthy climate, and other advantages counterbalance the exuberant fertility that may perhaps be found elsewhere.

The quantity of land in the township is reckoned in the last census at 47,906 acres, the whole of which is taken up and mostly settled on, and 21,575 acres, were, when such census was taken, and a much greater quantity, about 26,500 is now under cultivation. The rateable property is reckoned at £275,000: the population at about 6,000: about 40 per cent on this, or 8,500, would approach its present population. Ten years ago the assessed property was only reckoned at £71,000: the land cleared at 16,218 acres. It must be borne in mind, however, that a different method of estimating the value of assessable property has been adopted since that period. Wild lands were formerly assessed at a certain fixed rate; cleared lands at a certain higher rate, without regard to their actual value; now the land assessed, both cleared and wild together, is rated at what the assessor deems its actual value. The cleared

land not being distinguished from the wild in the assessment rolls, under the present system, prevents any degree of certainty being arrived at, as to the actual increase of cultivated land since the last census was taken.

There are in Kingston, (township,) 7 places of worship—many of them built of stone; 20 school houses, of stone, brick and wood; grist mills, 2; saw mills, 12; tanneries, 4; carding and fulling mills, 2; 1 ship yard and marine railway.

The Township was laid out as early as 1783, and was known, before the division of the Provinces, as Seignory No. 1.

There are within its boundaries, (apart from the streets of the city,) 50 miles of well finished macadamized roads, while the concession and side roads are very good, and well kept in repair.

Portions of Kingston township were settled when the city and neighborhood were first located in 1783: since then, especially after the war of 1812, many U. E. Loyalists and their friends, and disbanded soldiers, have settled here. Of later years settlers from the British Isles have become mixed among them. The cultivated land in this township, for farming purposes, may be averaged as worth from £5 to £10 per acre. In the immediate neighborhood of the city no average can be made, much of it is very valuable, and varies in price, of course, according to its eligibility of position. The farms also vary in price, according to the description of buildings upon them. The returns for this township for 1852, shew the following products as raised that year. To these, about 25 per cent. would give about its present products, except in vegetables, when 50 per cent. might fairly be added. Wheat, 18,832: Barley, 2,515: Rye, 11,525: Peas, 19,215: Oats, 58,370: Buckwheat, 4,270: Indian Corn, 7,789: Potatoes, 22,448: Turnips, 1,065: Grass Seed, 35 bus.: Carrots, 1,484: Mangel Wurtzel, 100 bus.: Beans, 68: Hops, 98 lbs.: Hay 6,974 tons: Flax or Hemp, 45 lbs.: Wool, 13,192 lbs.: Maple Sugar, 14,442 lbs.: Cider, 376 gals.: Full Cloth, 2,553: Flannel, 4,596 yds: Bulls, Oxen & Steers, 600: Milch Cows, 2,003: Calves or Heifers, 1,483: Horses, 1,409: Sheep, 4,729: Pigs, 3,524: Butter, 113,721 lbs: Cheese, 17,403: Beef, 317 bbls: Pork, 1,540 bbls.

TOWNSHIP OF PITTSBURGH.

The Township of Pittsburgh, in the County of Frontenac, contains, in all, about 73,800 acres—a portion of which is flooded by the Rideau Canal. 42,073 acres are taken up, and 11,447, in 1851, were under cultivation.— Since that year a large number of acres have been added to those before cultivated. The assessed property is reckoned now, in 1856, at £100,000: population in 1852, 3,288, to which an increase of, say 10 per cent. per annum, would make the present number of inhabitants some 5,000. Ten years ago the rateable property was assessed at £24,160; the population was reckoned at 2,132, and the cultivated land at 6,231 acres. Pittsburgh is joined to Kingston by a bridge, which was built about the year 1829, and re-built, except the piers, in 1845. It spans the great Cataraqui River, the outlet of the Rideau Canal, and is a third of a mile in length. A draw bridge affords a passage to steamers and other craft. The land in the Township of Pittsburgh is of varied quality—some of it very rich and fertile, other parts rocky and unproductive. There are in it some good and well cultivated farms, and handsome and well built residences line the river side. Close to Kingston is the pretty village of Barriefield, named after Commodore Barrie, the head of the Naval Department here for many years. Barriefield has its handsome, substantially built stone church, and several large well finished stone houses. It forms a sort of suburb to the city, and though not a place of much increase, has been long settled. It lies on an elevated ground, and from it the visitor obtains a very favorable and pleasing view of Kingston, with its harbour, forts and towers. At Barriefield are built the best small craft, skiffs and pleasure boats in use throughout the Province. They are sent hence to all parts, and their character and build are well known to the aquatic sportsman and amateur mariner. Not only in the Province, but abroad, these boats are sought after and in use—some of them being now afloat on the Lake of Geneva. The Kingston, Pittsburgh and Gananoque, and the Kingston and Phillipsville Macadamized Roads run through this township, opening up the townships beyond, and affording to the settler a ready access to a never-failing market. Within this township are upwards of 38 miles of

thoroughly macadamized roads, besides good country roads to and between the concessions. That part of Pittsburgh where Barriefield stands, and for about two miles eastward was formerly part of the Township of Kingston. When the site of the Town of Kingston was first selected, the spot where this village is situated was suggested, but was overruled in favor of the present locality of Kingston, which certainly offered greater advantages for the site of a city.

THE RIDEAU CANAL.

The Rideau Canal forms the western boundary of the township, and a quantity of land has been drowned in its formation. On it are erected several substantial saw mills, not working only a single upright saw, as in former days most sawmills did, but containing several gangs of saws, consisting of some 30 saws in each gang, and cutting and dressing lumber of every description, and turning out very many thousand feet daily. One of these at Kingston Mills is worked by an American company, and contains three gangs of saws, one with 32 saws, one with 20 and one with two saws, a lath, mill edger, &c. Another further up the river, at a place known as Brewer's Mills, has not less power, extent of business, &c., than that at Kingston Mills, and drives an equal amount of saws, with a lath mill, dresser, &c. These mills turn out each some 30,000 feet, on an average, every twenty-four hours, and employ some £10,000 or £12,000 per annum in the lumber trade. There is a good water privilege at what is known as lower Brewer's Mills, which is not at present occupied, but awaits only the necessary enterprize and capital to make it as valuable as those above mentioned. There is also a steam saw mill in the village. There are in this township three places of worship—two of them Episcopal churches, one of which is a massive stone church with a tower, and the other a very neat wooden edifice, and 15 school houses. The soil in this township, except on the stone ridges in the neighborhood of the lakes, is varied from clay and sand to a rich black loam on a subsoil of retentive clay; on the ridges it is, of course, light and shallow, but between them, what are in local parlance called "interval lands," are well watered, and particularly rich and fertile. They afford the very finest pasturage; some of the fattest cattle and sheep in the Counties, perhaps in the Province, have been raised on

them. In this township has recently been established a very extensive nursery of the choicest grafted fruit trees. The proprietor has set out some 100,000 trees the present year, and purposes to add to that number at the same rate annually, to meet the demand he finds already will exist for his stock. This valuable addition to the resources of the neighborhood, is situated about four miles from the city on the banks of the St. Lawrence.

HOWE ISLAND.

Connected with the Township of Pittsburgh for Municipal purposes, but otherwise a Township by itself, is Howe Island, lying in the St. Lawrence, immediately opposite the shores of Pittsburgh. It contains about 8,000 acres. On it are some very excellent farms under good cultivation and chiefly worked for dairy purposes, the soil being well adapted for pasturage. Simcoe or Gage Island, forms part of the Township of Howe Island. It contains about 2164 acres of very rich pasture land.

TOWNSHIP OF PITTSBURGH—*Continued.*

Pittsburgh returns as below the products for 1852. To show its present products fifty per cent. at least should be added to these figures. Wheat, 16,426 bus.; Barley, 684 bus.; Rye, 2,450 bus.; Peas, 11,738 bus.; Oats, 30,464 bus.; Buck Wheat, 562 bus.; Indian Corn, 8,232 bus.; Potatoes, 9,195 bus.; Turnips, 1,211 bus.; Grass Seed, 22 bus.; Carrots, 343 bus.; Mangle Wurtzel, 550 bus.; Beans, 46 bus.; Hops, 100 lbs.; Hay, 4,067 tons; Wool, 8,984 lbs.; Maple Sugar, 1,917 lbs.; Cider, 174 gals.; Full Cloth, 1,180 yds.; Flannel, 2,791; Bulls, Oxen and Steers, 670; Milch Cows, 1,102; Calves or Heifers, 1,236; Horses, 695; Sheep, 2,959; Pigs, 1,564; Butter 55,316 lbs.; Cheese, 3,988 lbs.; Beef, 1,002 bls.; Pork, 791 bls. Improved Farms on leading roads are worth from £3 to £6. Wild lands, from 10s. to 40s.; some well cleared and well cultivated farms on the banks of the St. Lawrence, much exceed in value the price named.

TOWNSHIP OF ERNESTTOWN.

Enesttown in Addington, is one of the most fertile, best settled and wealthy Townships in these Counties. It

is one of those first settled by the United Empire Loyalists. In it are several thriving villages; one of these, Bath, is on the margin of the Bay of Quinte, some eighteen miles from Kingston. Bath now contains about 1000 inhabitants. This Village was laid out at an early period, when the Township was first settled in 1784. The Episcopal Church in Bath was built in 1794, and is the oldest Church in Canada West, except one at Sandwich. There are in the Village besides the Episcopal Church, a Methodist Chapel, one Grammar School, one Common School, 4 Manufactories, 1 Tannery, 1 Foundry, 2 Carriage Makers' Shops, from which are annually sold about 200 Carriages at an aggregate value of \$25,000. Bath is a port of entry and from it have been exported to the United States during the past year:

Barley and Rye.....	74,027 bushels.
Peas.....	7,562 "
Wheat.....	2,908 "
Flour.....	26 barrels.
Planks and Boards.....	571,119 feet.
Fire Wood.....	50 cords.
Fish.....	50 barrels.

The value of which is about as shewn below;

Product of the Water.....	£	50	0	0
“ “ Forest.....		1,902	0	0
Animals and their products.....		95	0	0
Agricultural products.....		22,168	16	8
Total Value.....	£	24,216	0	8
Value of importations from the United States,	£	5,864	12	9½
Duties collected.....	£	638	18	11

The amount stated as value of exports, does not include the value of articles exported elsewhere than to the United States, viz.: Montreal, Quebec, Toronto, &c.; nor does that stated as value of imports include anything but imports from the United States.

The total amount of exports and imports for the last five years, with the amount of duties collected, is shewn in the following statement:—

	EXPORTS.	IMPORTS.	DUTIES COLLECTED.
1851,	£5356 15 4	£2462 11 3	£421 0 7
1852,	4229 18 3	3331 0 0	549 2 7
1853,	4344 19 7	2705 8 4	410 0 5
1854,	12,569 0 6	3378 2 9	450 10 4
1855,	24,234 0 11	5720 10 4	637 19 5

There is a shipyard at Bath, where a number of vessels are annually built. The first Canadian steamer that plied on Lake Ontario, was built at Bath in 1817. A large number of workmen are constantly employed in the shipyard. There is also a saw mill in the village.

Wilton, on the other or North side of the Township, is another thriving village, with about 250 inhabitants, and has its grist mills, saw mills, tanneries, &c. Two streams cross this township, one known as Big Creek, the other as Mill Creek. The latter connects with a small sheet of water with the classic cognomen of Mud Lake, and also with Gold Lake and Sloat's Lake, in the adjoining townships, and falls into the Bay of Quinte. Big Creek falls into Hay Bay, in the Township of Fredericksburgh. Both these streams feed several grist mills, saw mills and manufactories. On Mill Creek is a neat Village, formerly bearing the same name, but recently named "Odessa," where the Napanee Macadamized Road crosses that stream. At Odessa are three places of worship, one grist and saw mill, one large woollen factory, with carding, fulling, spinning, and weaving machines, a planing and dressing machine, a hob factory, and a sash and door factory, and a neat cluster of good houses: the inhabitants number about 350.

There is a station of the Grand Trunk Railroad in this township at Link's Mills, or Linksville, where a village is rapidly springing up. A handsome stone station house, passenger house and sheds, have already been built there.

Ernesttown contains about 68,644 acres, all of which is taken up. In 1846, the land taken up was said to be 59,447 acres, 22,507 of which were under cultivation; rateable property, £64,000; population 4,317. In 1852, the land under cultivation was 35,563; rateable property, £300,000; population, 5,111, making upwards of 13,000 acres which have been brought under cultivation between the years 1846 and 1851 and '52. The enterprise and in-

dustry of the population of this township have not decreased since 1851, and their improvements have continued at the same ratio, which would give another 13,000 acres cultivated; even if it has not with the increased population been exceeded, we may fairly reckon that two-thirds of the whole township are now under cultivation. The present population, at the average increase before assumed, would be about 7,155. There are, in Ernesttown, eight places of worship, seven grist mills, nine saw mills, one large woolen factory, one carding and fulling mill, and one plaster mill, and 21 school houses. Some of these milling establishments are very extensive. The land in Ernesttown is, as has been before incidentally mentioned, of the very best quality. There is also another small, but neat and thriving village on the Bay of Quinte, in this township, where Mill Creek enters the bay, known as Mill Haven. Here are a Post Office, and Registry Office for the Counties of Lennox and Addington, some good inns and neat residences, and a population of some 200 to 300. In this township there are 20 miles of thoroughly macadamized road, besides side and concession roads, partly stoned, and in good order and well kept.

The soil in Ernesttown differs in some degree from that of the other townships, in being more sandy; in most parts it consists of a fine sandy loam, not sufficiently light, however, except in very few places, to effect its fertility, and is underlaid, as the other townships, with lime stone. The land in this township is worth from £5 to £10 per acre. There are no wild lands save what have been reserved for fuel. Some of the farms are very good and valuable, furnished with fine orchards, and comfortable and substantial stone dwelling houses, outbuildings and offices. Returns for 1852, to which may be safely added 20 per cent.:—Wheat, 25,672 bush.; Barley, 13,869; Rye, 38,614; Peas, 48,706; Oats, 989,800; Buckwheat, 2,608; Indian Corn, 23,027; Potatoes, 20,939; Turnips, 716; Grass Seed, 602; Carrots, 1,397; Mangle Wurtzel, 635; Beans, 229; Hops, 457 lbs.; Hay, 9,547 tons; Flax, 392 lbs.; Tobacco, 120; Wool, 28,205; Maple Sugar, 13,504 lbs.; Cider, 15,902 galls.; Full Cloth, 5,312 yards; Linen, 325; Flannel, 8,973; Bulls, Oxen and Steers, 1025; Milch Cows, 3,090; Calves or Heifers, 2,505; Horses, 2,243; Sheep, 10,759;

Pigs, 3,023; Butter, 201,180 lbs.; Cheese, 40,425; Beef, 96 bbls.; Pork, 716; Fish, 141 bbls.

TOWNSHIP OF FREDERICKSBURGH.

Fredericksburgh, in Lennox, is another of the fine old settled townships, bordering on the Bay, and in features, very much like that of Ernesttown. It is beautifully watered—branches of the Bay of Quinte embracing it, as it were, and one, Hay Bay, running up and extending itself in its centre. It is one of the townships referred to in the previous sketch; it contains 40,215 acres, the whole of which have been taken up, and about 20,777 acres, in 1852, were under cultivation, several thousands have since been, doubtlessly, added to that number; population, in 1852, 3,166—at present about 5,500; rateable property, (1856,) £195,000. In 1846, the land under cultivation was estimated at 18,916 acres; population, 2,949; rateable property, £47,243. There are three grist mills, five saw mills, five places of worship, and 17 schools in this township.—Opposite to this, and the other townships on the Bay, stretches that beautiful, well settled, and fertile district, the County of Prince Edward, the shores of which, with those of the townships mentioned, render the scenery and beauties of this part of our country so deservedly celebrated.—At Fredericksburgh, the Bay of Quinte may, strictly speaking, be said to commence, as there the real bay, or arm of the lake begins; the traveller has now passed on his passage upwards, the Upper Gap, and is fairly within the Bay; the Upper Gap is between Amherst Island and the Prince Edward County: the Lower Gap being at the lower or eastern end of Amherst Island, above Kingston. The whole extent of water sheltered by Amherst Island, and the County of Prince Edward, down to Kingston, is, however, generally designated the Bay of Quinte; the part above the Upper Gap being often called the Upper Bay. The land in Fredericksburgh is of the very best and finest description: out of the whole 40,000 acres, it is said that there are not 500 acres of bad land. There are some very good and productive orchards, and altogether the land and farms in this township are, perhaps, the best in the counties.—Many very pretty spots along the margin of the bay in this and the adjoining townships, attract the eye of the tourist; some of these are built on, some yet unoccupied.

They are indeed not always appreciated by the owners, who when possessed by a desire to remove westward, sometimes sell at a very moderate sum. The forced speculation prices at which lands are held in the west have not, as yet, materially affected this district. Cleared lands for farming purposes in this township, are worth, on an average, from £5 to £10 per acre. Good harbours and landing places are situated along the shores of the bay, in these and the opposite townships, at intervals of some ten miles apart. The following brief little sketch of the appearance of the shores of this township is by Mrs. Moodie:—"We approach Fredericksburgh: this too is a pretty place, on the North side of the Bay; beautiful orchards and meadows skirt the water, and fine basswood and willow-trees grow besides or bend over the waves. The green smooth meadows, out of which the black stumps rotted long ago, show noble groups of hickory and butternut, and sleek fat cows are reposing beneath them, or standing mid-leg in the small creek that wanders through them, to pour its fairy tribute into the broad bay." The products of this township for 1852, on which some increase has taken place, say 15 or 20 per cent., are given as follows:—Wheat, 15,286 bush.: Barley, 12,631: Rye, 29,614: Peas, 34,204: Oats, 51,838: Buckwheat 12,700: Indian Corn, 12,467: Potatoes, 9,697: Turnips, 803: Grass Seed, 468: Carrots, 527: Mangle Wurtzel, 123: Beans, 199: Hops, 139 lbs.: Hay, 4,094 tons: Flax or Hemp, 40 lbs.: Tobacco, 146 lbs.: Wool, 16,408 lbs.: Maple Sugar, 9,894 lbs.: Cider, 7,920 gals.: Full Cloth, 2,618 yards: Flannel 5,454 yards: Bulls, Oxen and Steers, 842: Milch Cows, 1,650: Calves and Heifers, 1,440: Horses, 1,340: Sheep, 6,393: Pigs, 2,718: Butter, 106,828 lbs.: Cheese, 30,184 lbs.: Beef, 290 bbls.: Pork, 1,975 bbls.: Fish, 36 bbls.

TOWNSHIP OF ADOLPHUSTOWN.

Adolphustown, in the County of Lennox, is a small Township containing only some 11,459 acres, the whole of which are taken up, and in 1851, 7365 acres were under cultivation, population about 1000 in 1852, now about 1400. There are in this Township 1 Grist and 3 Saw Mills. Adolphustown fronts on the Bay of Quinte or rather is surrounded on all sides but the North-east by the Bay, and

divided by a branch of it, "Hay Bay," which also runs up into Fredericksburgh. This Township was early settled and is one of those described in the commencement of the remarks on the Counties, there are 6 stores, 3 places of worship and 7 School Houses in the Township. The land, like that in Fredericksburgh is good, and there are numerous fine orchards and good farms in the Township, the soil is very similar to that in Fredericksburgh, being a stiff loam, and the timber is principally hardwood, with a little pine. The average value of land in Adolphustown is about from £5 to £10 per acre.

There are no lands held by the Government for sale in this Township now, but improved farms can always be bought at moderate prices, they being held in many instances by the descendants of the first settlers, whom a desire for change, or the mania for going west induces them to part with them. Opposite this Township, in the County of Prince Edward, which forms the other shore of the Bay of Quinte, is the much talked natural phenomenon, the Lake on the Mountain. At the South-western extremity of Adolphustown is a ferry across the Bay. The returns of 1851 and 1852 thus state Adolphustown: Wheat, 5,780 bus.; Barley, 2,105 bus.; Rye, 5,280 bus.; Peas, 8,341 bus.; Oats, 8,670 bus.; Buckwheat, 1,904 bus.: Indian Corn, 1,021 bus.; Potatoes, 3,175 bus.; Turnips, 270 bus.; Grass Seed, 375 bus.; Carrots, 184 bus.; Beans, 44 bus.; Hops, 51 lbs.; Hay, 1,195 tons; Wood, 4,075 cords; Maple Sugar, 2,357 lbs.; Cider, 4,229 gals.; Full Cloth, 399 yds.; Linen, 22; Flannel, 1,115; Bulls, Oxen and Steers, 137; Milch Cows 448; Calves or Heifers, 364; Horses 382; Sheep, 1,680; Pigs, 902; Butter, 25,380 lbs.; Cheese, 8,722; Beef, 77 bbls.; Pork, 667 bbls., to which may be added 15 or 20 per cent., or even more, to estimate the present products.

AMHERST ISLAND.

Amherst Island belongs to the County of Addington. It is a very beautiful and richly fertile strip of land, at the estuary of the Bay of Quinte, and forms the principal break-water between the lower bay, or that part of the bay between the upper and lower gaps and the lake. It contains about 14,015 acres, the whole of which was long since

taken up. In 1851, the land under cultivation was reckoned at 8,468 acres; since that time the cultivated land has greatly increased; population in 1851, 1,287, now about 1,800; rateable property in 1846, £5,700, in 1856, £11,185. This island was called by the French, "the Isle of Tante," a name which it still occasionally bears; the soil is very fertile and productive, and some very fine farms are cultivated here, and some of the choicest and best cattle and other stock raised. The township was early settled, simultaneously, probably, with the opposite shores.—It is said that the Mohawk Indians, who accompanied Sir John Johnston to this Province, claimed this, and very many other lands as their own, and that they ceded their right (if any they had,) to Col. Crawford, who accompanied Sir John Johnston, and that Col. Crawford transferred his claim to Sir John. However, this may be, the Government recognised the claim of Sir John Johnston, and the land was patented to him, in consideration of the immense sacrifices he had made in the loss of the vast possessions of his father on the Mohawk, and elsewhere in the United States, and of his loyalty and good service to his country. Since that time the island has passed from the hands of the Johnston family to the Earl of Mount Cashel, who still owns it, save such portions as he has conveyed, and it is chiefly held by tenants under lease from him.—The island, on some old maps, is marked "Sir John Johnston's Island." There is an Episcopal church and resident clergyman on the island, and several other places of worship, with five schools. The Bay of Quinte steamers touch here on their way up and down the bay; in winter the Bay of Quinte is regularly frozen over, and the finest and smoothest sleigh-roads brings the Isle of Tante, and the villages and farms along the bay, into direct, easy and pleasant communication with the City of Kingston, whilst in summer, either the steamers or macadamized roads are within accessible distance of almost every man's door.—Cleared lands in this township are worth from £5 to £7.

The returns for this township in 1852 were as follows, and to them 50 per cent. at least should be added for the present products. Wheat, 9,004; Barley, 2,462; Rye, 5,135; Peas, 11,127; Oats, 24,444; Buckwheat, 889; Indian Corn, 3,346; Potatoes, 5,193; Turnips, 176; Grass Seed, 17; Carrots, 413; Hay, 1,219 tons; Flax or Hemp, 70 lbs;

Wool, 7,678 lbs; Maple Sugar, 555; Fulled Cloth 475 yds.; Flannel, 2,079; Bulls, Oxen and Steers, 159; Milch Cows 668; Calves or Heifers, 613; Horses, 449; Sheep, 2,688; Pigs, 1,842; Butter, 40,855; Cheese, 9,230 lbs.; Beef, 182; Pork, 777 barrels; Fish, cured, 122 bbls. In some items 100 per cent. on these figures would not exceed the present yield. Considerable attention has been paid in this township to the importation of thorough bred stock, and the improvement of the breeds of cattle and sheep. A large amount of imported stock is owned here. One exhibitor, with 10 Ayrshire cattle from this township, took ten prizes at the last Provincial Agricultural Show. Leicester sheep are bred in great numbers: 100 of these sheep were sold in one drove last year, by one farmer on the island, for the sum of £210 to an American drover, to be slaughtered for the New York market. To shew the increase of productions grown here, it may be stated, that to one house in Oswego was last year shipped 8,000 bushels of barley, and 10,000 bushels of rye. The past spring, (1856,) 9,000 bushels of wheat were sent from here to one large firm in Kingston. There is a ship yard on this island, where a very fair business is carried on.

The soil in this, like that of the surrounding townships, is a rich black loam, on a subsoil of clay over a limestone formation, and is very suitable for all the usual agricultural productions; the wheat grown is principally spring wheat, for which the farmers plough in the autumn, and sow early in the spring. A Township Agricultural Society has, for some time, been established here, and more interest in the progress of that all-important science is shewn than in some other townships.

TOWNSHIP OF RICHMOND.

Richmond, in the County of Lennox, is the last of the townships lying on the Bay within these Counties. It adjoins Tyendenaga, in the County of Hastings, a spot named after the great Indian warrior, whose tribe still partly people it. Tyendenaga, however, not being within the Counties to which this notice is limited, it is not intended to describe it here, but the early history of the settlement, the Indians there settled, in connection with their chief and his family and tribe, would be found

well worth considering. Many of Brandt's descendants and collateral connexions are well known in the Province and in these Counties, and his history, and that of his family and tribe, are interwoven with the early annals of the colony.

Richmond contains the prosperous Village of Napanee, on the main road from Kingston westward, and on the river of that name. This place is rapidly increasing in wealth and size. It divides with Newburgh in Camden, and Linksville in Ernesttown, the claims to be chosen as the County Town of Lennox and Addington, when they shall be separated from Frontenac. It contains some very extensive mills and factories, and a very large amount of lumber is annually shipped there to different parts in Canada and the United States. The Napanee is navigable as far up as the village, where there is a natural fall of the water of about 30 feet, and the facilities for propelling machinery are very great. Napanee is an incorporated village, having been incorporated in 1854; it contains from 1,500 to 2,000 inhabitants, and its rateable property is valued at £85,000. There are in Napanee—the name of which is derived from an Indian word, signifying “Flour”—two grist mills, with three run of stones in each, and to one of which is attached an Oatmeal mill, three saw mills, one of which is on a very extensive scale. Of churches, there is the Episcopal church, built of stone, the Wesleyan Methodist, Episcopal Methodists, and a Roman Catholic church is in course of erection; a Town Hall has been commenced, and will be, when completed, a handsome building. There is a Grammar School and two Common Schools here, two tanneries, one very extensive foundry, two cabinet maker's shops, with the machinery driven by water-power, one carding and fulling mill and cloth factory, and a planing machine: Post Office and Custom House, and a Bonding Warehouse. Napanee is a port of entry. The exports and imports for the past five years, with the duties collected, are as follows:—

	EXPORTS.		IMPORTS.		DUTIES COLLECTED.	
1851,	£1079	4 9	£5655	3 10	£861	14 1
1852,	13,958	18 6	6050	3 8	931	11 3
1853,	26,869	8 10	6429	17 5	873	15 10
1854,	20,318	2 0	6203	18 9	829	14 11
1855,	26,772	6 6	8422	18 7	788	17 2

There is a station of the Grand Trunk Railroad at this village, and a very handsome viaduct of stone and iron, which is elsewhere mentioned. Napanee is spoken of as a "Village," as in strict definition, it is an "Incorporated Village," which to all intent and purposes is a Town. The old country reader will keep this in mind, and not think of a hamlet with its cluster of cottages and village inn.

There are two Printing offices, and two semi-weekly newspapers are published here. Napanee was first settled as early as 1784. It lies very prettily on the high banks of the river, and the approach to it is very pleasing to the eye. Good roads diverge from it in all directions. A large amount of business has always been done here, of which the lumbering trade has formed a chief item.

The return of products for the Township of Richmond for 1852 to which may be safely added 50 per cent to shew present produce, are as follows:—Wheat, 9,215 bushels; Barley, 733 bus.; Rye, 15,345 bus.; Peas, 21,682 bus.; Oats, 43,907 bus.; Buckwheat 10,955; Indian Corn 8,586 bus.; Potatoes 10,386 bus.; Turnips, 641 bus.; Grass Seed, 68 bus.; Carrots, 301 bus.; Mangle Wurtzel, 31 bus.; Beans, 150 bus.; Hay, 3,140 tons; Flax or Hemp, 190 lbs.; Wool, 13,348; Maple Sugar, 8510; Cider, 805 gals; Full Cloth, 2,914 yds.; Linen, 86; Flannel, 8409; Bulls, Oxen and Steers, 952; Milch Cows, 1582; Calves or Heifers, 1,402; Horses, 1050; Sheep, 5383; Pigs, 2692; Butter, 108,321 lbs.; Cheese, 4901; Beef, 272 bbls.; Pork 1646 bbls.

Cleared land, for farming purposes, is worth from £3 to £5 per acre in this township, and wild lands from 10s. to 25s. There is a Township Agricultural Society in Richmond: its fairs are usually held at Napanee. Richmond contains about 50,000 acres of land, about 40,000 of which is located, and nearly 20,000 under cultivation: it contains a population of some 6,000, and assessed property to the amount of £110,000. There are in it, one grist mill and seven saw mills, and one woollen factory. The most of the available land in this township is settled on, only some 1,200 appearing in the returns of 1852 to be taken up over what is shewn in 1846; the cleared land, however, appears in 1846, at only 10,301 acres: in 1852, at 15,923, making an increase of nearly 6,000 acres in the interven-

ing period. The rateable property, in 1846, is stated at £38,029. There are in Richmond 18 schools.

TOWNSHIP OF LOUGHBOROUGH.

The Township of Loughborough, in Frontenac, contains an area of some 52,000 acres,—a large part of which, however, is covered by the numerous lakes, of which the principal one is Loughborough Lake. The land in the front of this township is very good, consisting of a rich black soil, on a clay bottom. It has been settled for some time, and the log houses of the inhabitants have in most instances been replaced by good stone dwellings, surrounded by all the necessary out-houses and well filled barns. At the back of the township, the land is not so unbroken, the lakes intervening, with occasional stone ridges, between which, however, are intervals of rich lands, well calculated for pasturage.

Sydenham is a very thriving village, situated at the outlet of Sloat's lake, on the Sydenham road. It has been laid out some ten years, and contains about 300 inhabitants. In its immediate neighborhood are some very fine farms; At Sydenham is a stone (Episcopal), church, one grist mill, one saw mill, two distilleries, one brewery, one tannery, turning lathe, and fulling and carding mill, with machinery propelled by water, and several asheries. A small steamboat or scow has been built purposely for the stream, Mill Creek, on which this village stands, and runs between the villages of Mill Creek and Sydenham. In this township are lead mines, and plumbago, galena, and deposits of marle and peat are found as described under the head of geological features.

There are, or were, at last census taken up in Loughborough, 21,770 acres, of which 8,801 were cultivated: population 2,003: assessed value of property, 1846, £19,252, in 1856, £75,000. The land cleared and the population would now be placed at much higher figures, the present inhabitants numbering some 3,000: cleared land some 12,000 or 13,000 acres. There are one grist mill, six saw mills, four churches and ten schools in the township.

Loughborough returned at last census, as the products of the township:—Wheat, 6,845 bush.; Rye, 10,987 bus.; Peas, 8,763; Oats, 21,830; Buckwheat, 1,218; Indian

Corn, 4,515 ; Potatoes, 19,154 ; Turnips, 785 ; Grass Seed, 19 ; Carrots, 1,552 ; Hay, 1,449 tons ; Wool, 4,903 lbs. ; Maple Sugar, 8,348 lbs. ; Fulled Cloth, 1,250 yds. ; Flannel 2,907 ; Bulls, Oxen and Steers 433 ; Milch Cows, 770 ; Calves or Heifers, 571 ; Horses, 373 ; Sheep, 1,898 ; Pigs 1,063 ; Butter, 37,244 lbs. ; Cheese, 1,550 ; Beef, 184 bls ; Pork, 672 bbls., since which all the products have been greatly increased, and 50 per cent. might be added to these figures given, to shew the present yield.

In the front part of this township, cleared lands are worth about £5 per acre : in the rear part from £3 to £4 : wild lands are worth from 10s. to 30s. per acre, according to situation.

TOWNSHIP OF STORRINGTON.

Storrington, in the County of Frontenac, is a township divided off from, and containing what formerly were portions of Pittsburg, Kingston and Loughborough. It contains about 76,400 acres, having taken from Kingston 31 lots, from Loughborough 62, and from Pittsburgh 289 lots. There were under cultivation in 1852, 9,908 acres in this township, and many acres have been added to that number since then. The present assessed value of property is £75,000 ; population about 3,000. There are in Storrington one grist mill, with two run of stones, and seven saw mills, three churches, built of stone, and one in course of erection, and eight schools. The roads through this township are good, and the greater part of the land of excellent quality. At the back of the township it is broken by numerous lakes, Loughborough Lake, Collins' Lake and Buck Lake, are partially in this township, and several smaller lakes, known as Mud Lake, Round Lake, Cedar Lake, Dog Lake, Rock, and Horse Shoe Lake, are wholly within its limits. Some parts of the township have been long settled, and there are very excellent farms, in good cultivation, on which 45 bushels of wheat per acre have been raised. The land generally is good. On the south side of Loughborough Lake it is chiefly a rich loam on clay and limestone bottom ; on the north of Loughborough, there is still much land uncleared. The opening of the Perth Road, and the bridge across the lake, will be the means of settling it very rapidly. Like other broken tracts, it is interspersed with granite formation, the intervals between which are

rich and well timbered. There is a village called Battersea in that part of the township, formerly Pittsburgh, at the outlet of Loughborough Lake, with a grist mill, saw mill, tannery, fulling and carding machine, post office, &c. Another village called Inverary, has lately been laid out in that part of the township, formerly Loughborough. It is situated on the Perth Road, and promising to become a thriving village.

The value of land in an opening settlement like that north of Loughborough Lake, varies much; it may be averaged here at about 15s. to 30s. per acre. The cleared lands throughout the township at from £5 to £7 10s. an acre. The first settlement of this township took place some 60 years ago: the old settled portion being located by the U. E. Loyalists and disbanded troops, soon after the close of the Revolutionary War: since that time many emigrants from Great Britain and U. States have bought land in Storrington. The returns for 1851 and 1852, shew, for this township:—Wheat, 14,718 bush.: Barley, 1,367: Rye, 5,815: Peas, 8,875: Oats, 20,316: Buckwheat, 1,621: Indian Corn, 4,972: Potatoes, 12,963: Turnips, 1,546: Grass Seed, 33: Carrots, 36: Beans, 32: Hay, 2,277 tons: Wool, 6,104 lbs.: Maple Sugar, 7,639 lbs.: Cider, 2,050 gals.: Fulled Cloth, 1,624 yds.: Flannel, 3,277: Bulls, Oxen and Steers, 428: Milch Cows, 951: Calves or Heifers, 861: Horses, 528: Sheep, 2,171: Pigs, 1,265: Butter, 43,070 lbs.: Cheese, 2,194: Beef, 124 bbls.: Pork, 624 bbls. The products of this township have much increased during the last five years; from 50 to 75 per cent. added to the above figures would not exceed the present yield.

TOWNSHIP OF CAMDEN.

The Township of Camden, in the County of Addington, lies inland at the back or north of Ernesttown; it contains about 86,000 acres of land, 75,233 of which are taken up. In 1851, 30,726 acres of this was reckoned to be under cultivation, and the population at that time was computed at 6,973: in 1846, the cultivated land was reckoned at 19,248, making in the five years, between 1846 and 1851, 11,478 acres brought under cultivation. Assuming that the same progress has been made during the last five years—and there is no doubt that with the increased pop-

ulation, it has been even greater—would give 52,204 acres now under cultivation; the population in 1846 was reckoned at 4,788, it is now nearly 11,000; rateable property in 1846, £56,195, in 1856, £275,000. In Camden there are nine grist mills, twenty-two saw mills, ten places of worship, and 31 schools.

Mud Lake and Vardy Lake are situated in the eastern part of this township; Salmon River, on which are numerous mills, runs through the north-west corner, and the Napanee River along the front of the township, through the first concession. Vardy Lake is about six miles long and three miles wide: the land in the neighborhood of this pretty sheet of water, is rich and good, and the scenery pleasing and picturesque—the land rising gently from the shores of the lake. The water is beautifully clear, and fish are abundant. Mud Lake, as its name denotes, is less clear than Vardy Lake; it is about the same size. Napanee River is fed from numerous small lakes in the township of Portland, Loughborough, Hinchinbrook and Bedford.—Situated on this stream and in this township, are the village of Colebrook, with a population of about 300, with a grist and saw mill, three stores, two inns. Simcoe Falls, within $1\frac{1}{2}$ miles from Colebrook, down the same stream; population about 250; here are one grist mill and two saw mills, one cloth factory and tannery. The village is named from the falls at the spot, which are some 30 or 40 feet in height, and from the fact that they and the surrounding lands, to the extent of about 1,000 acres, were formerly owned by Governor Simcoe. There is a very valuable and available water power, an iron foundry, and several shops or stores, denote the progress of this village. Below and about four miles further down the stream, is the village of Clarke's Mills; population about 600; one flour mill, one saw mill, one cloth factory, a brewery, six merchant's shops and two inns, are here, also, a post office and tannery, and the Episcopal church. In the immediate neighborhood is another large saw mill, and a saw mill and grist mill: a very short distance below, also, a distillery and brewery. Newburg is another thriving village on the Napanee in this township: it contains from 800 to 1,000 inhabitants—two grist mills and three saw mills are at work at Newburgh, also, an axe factory and machine shop, carding mill, iron foundry, and several cabinet maker's

shops, with machinery propelled by water power. The water privileges here, and along the Napanee generally, are very great and valuable, and the amount of machinery driven by the stream, although even now very extensive, may be looked on as only an instalment of what it likely will be in the course of a few years. At Newburgh are five places of worship, and a large academy, which is kept in a spacious and suitable building. A newspaper is published at this village, and altogether it is prospering and increasing rapidly. Centreville is another village in this township, situated on the Ernesttown, Camden and Sheffield Road, about ten miles from the Napanee Road. It is yet in its infancy, and contains some 300 inhabitants, and promises to be a thriving spot. Cleared lands, for farming purposes in Camden, are worth about from £4 to £6 per acre; wild lands from 20s. to 60s. per acre.

Return of products of Camden for the year 1852, to which may be added about 30 per cent., to give an idea of its present products:—Wheat, 29,178 bus.; Barley, 3,836 bus.; Rye, 19,832 bus.; Peas, 38,277 bus.; Oats, 73,525 bus.; Buck Wheat, 9,003 bus.; Indian Corn, 19,267 bus.; Potatoes, 35,305 bus.; Turnips, 3,556 bus.; Grass Seed, 397 bus.; Carrots, 2,998 bus.; Mangle Wurtzel, 157 bus.; Beans, 189 bus.; Hops, 342 lbs.; Hay, 5,044 tons; Flax, 64 lbs.; Tobacco, 47 lbs.; Wool, 22,640 lbs.; Maple Sugar, 22,953 lbs.; Cider, 436 gals.; Full Cloth, 5,441 yds.; Linen, 41 yds.; Flannel, 13,624; Bulls, Oxen and Steers, 2012; Milch Cows, 2,613; Calves or Heifers, 2,393; Horses 1,712; Sheep, 8,868; Pigs, 4,611; Butter, 161,663 lbs.; Cheese, 5,837 lbs.; Beef, 743 bls.; Pork, 4,091 bls.

TOWNSHIP OF SHEFFIELD.

The Township of Sheffield, in the County of Addington, lies at the back or north of Camden, and contains some 83,000 acres. It is of more recent settlement than those already mentioned. Many thousand acres of good land are still open for settlement in this township—about 22,266 only being taken up, by the last returns of 1851 and 1852, and 7,900 cultivated. The settlement has progressed rapidly, however, since the date of the last census, and many more lots have been located, and many more acres cleared. Numerous lakes, the largest of which are

Beaver Lake, White Lake, and Long Lake, connected by streams, water this township. On the margin of these lakes, a portion of the land is found broken and uneven, but much valuable timber for lumbering purposes is afforded here, large quantities of which are annually floated down the lakes and rivers to the various saw mills in this and the neighboring townships. The greatest part, however, of the land is rich and well timbered, and of excellent quality when cleared. Population in 1851, 1,792, since which time it has greatly increased, and cannot be stated with degree of accuracy; rateable property in 1846, £11,215, in 1856, £45,000. There are one grist mill, six saw mills, three places of worship, and nine schools. The Salmon River crosses this township. Situated on it, at a distance of about 36 miles from Kingston, is the flourishing village of Tamworth, with a population of about 250 to 300; at Tamworth are a grist mill and three saw mills, and one tannery—it is increasing rapidly. There is also another village in Sheffield, called Clareview. Cleared lands in this township may be valued at from £3 to £5 per acre; wild lands from 10s. to 25s. The land is generally level or rolling, and the timber, except on the pine ridges, is good hardwood. The same remarks apply as to the other newly settled townships, as to the allowance to be made for increased population, &c., since the date of the last returns. Returns for 1851 and 1852 shew, for Sheffield, Wheat, 14,414 bush.; Rye, 1,987; Peas, 6,512; Oats 15,410; Buckwheat, 1,420; Indian Corn, 1,925; Potatoes 9,656; Turnips, 240; Grass Seed, 21; Carrots, 25; Beans 27; Hops, 42 lbs.; Hay, 1,021 tons; Wool, 4,724 lbs.; Maple Sugar, 4,869 lbs.; Full Cloth, 1,330 yds.; Flannel, 3,025; Bulls, Oxen and Steers, 607; Milch Cows, 644; Calves or Heifers, 594; Horses, 302; Sheep, 1,895; Pigs, 1,300; Butter, 31,215 lbs.; Cheese, 965 lbs.; Beef, 102 bbls.; Pork 649 bbls.; to which 50 per cent., at least, may be added, to give an idea of what are now the products of the township.

TOWNSHIP OF BEDFORD.

The Township of Bedford, in Frontenac, contains about 70,000 acres, of which in the year 1851, 22,445 were taken up, and since that year many other lots have been settled on. The land then under cultivation was 7,341, there

is now probably double that quantity cultivated. The assessed property in 1856 was £15,000, ten years ago there were in this Township but 8,990 acres taken up, 1,380, cleared, and a population of 552. There are in Bedford 1 Church, one grist mill, four saw mills, two schools,—present population about 2,000.

In the south east part of Bedford, the land is very good, the recent settlement of the township must be borne in mind when reading the return of agricultural products, which is only up to the date of last census 1851, the difference between which and the present return, is of course much greater in the new than in old settled townships. In 1851 and '52 the wheat raised in Bedford was 11,588 bushels, Barley 146, Rye 1,134, Peas 2,167, Oats 11,146, Buckwheat, 692, Indian Corn, 5,108, Potatoes, 19,600, Turnips, 3,706, Grass seed, 35, Mangle Wurtzel, 60, Beans 32, bus.: Hay, 1,735, tons, Wood, 5001, Maple Sugar, 7,338 lbs., Fulled Cloth, 1,570, Flannel, 4,447, yds.: Bulls, Oxen, and steers, 597, Milch Cows, 633, Calves, or Heifers, 565, Horses, 266, Sheep, 1,702, Pigs, 1,010, Butter, 24,000 lbs.; Cheese, 463, lbs.; Beef, 50 barrels, Pork, 346 barrels. Many of these items of produce might now be stated at double the amount given above.

Wild land in Bedford are worth from 10s to 25s per acre, cleared land about £2 10s.

TOWNSHIP OF PORTLAND.

The Township of Portland, in the County of Frontenac, contains about 54,000 acres, of which 31,285 are taken up, and 11,146 were in 1851 under cultivation. In 1846 the land taken up was 23,030 acres, of which, there was cultivated, 6,359. The population was then about 1,500, between 1846 and '51 the population increased to 2,883, or upwards of 50 per cent, which would at the same ratio make the present population 3,582. The cleared land was nearly doubled in the same period, and may now be reckoned at upwards of 20,000 acres. Spikes' Corners is a prosperous village, a few miles from the line of the new Portland Road, which was originally intended to have reached the village. Its course for some reason was changed, and it now runs about two miles distant from this village, a branch is about being made to connect the macadamized

road with Spikes' Corners. The land in this township is somewhat broken, but there are some portions of it very good. The returns made when the last census was taken will give but a vague idea of its present state; fifty per cent upon the figures given, would not be too much to cover the increased products. The return for 1851 and 1852, shews, Wheat, 13,527 bus.: Barley, 2,653; Rye, 8,772; Peas, 12,506; Oats, 24,779; Buckwheat, 3,436; Indian Corn, 4,494; Potatoes, 20,669; Turnips, 2,312; Carrots, 719; Grass Seed, 134; Mangle Wurtzel, 97; Beans, 55; Hops, 65 lbs.: Hay, 2067 tons; Flax or Hemp, 180 lbs.: Tobacco, 11 lbs.: Wool, 7,509 lbs.: Maple Sugar, 7,890; Fulled Cloth, 1,804 yds. Linen, 119; Flannel, 3,748 yds.: Bulls, Oxen, and Steers, 690; Milch Cows, 927; Calves, or Heifers, 859; Horses, 604; Sheep, 2,757; Pigs, 1,466; Butter, 75,768 lbs.: Cheese, 3,965; Beef, 148 bbls.: Pork, 1005 bbls.: some of these products would even be found to be doubled, if a correct return could be made. Cleared land here is worth from £3 10s. to £5, wild land about 20s.

WOLFE ISLAND.

Wolfe Island is the name of the township, but the island itself is often called Long Island. It is about 25 miles in length, and is now well settled; much of the land is held under lease. It contains 28,129 acres, of which 10,813 acres are under cultivation; the rateable property as at present assessed, is £90,000: population about 3,000. There are on the island two churches, one grist and one saw mill, and nine schools. The soil is chiefly good.—Forming portion of the township of Wolfe Island, is the pretty and fertile spot Garden Island, containing 63 acres; also, Horse Shoe Island and Mud Island,—the latter containing about 80 acres only: Horse Shoe Island is also a small isle.

The vicinity of Garden Island to the city, its fertility, and the trade there at the ship yard and marine railway, render it an important spot. The other two islands are not of equal importance. Cleared lands on Wolfe Island are worth from £4 to £7 per acre; wild lands from 30s. to 40s.

TOWNSHIP OF HINCHINBROOKE.

Hinchinbrooke is still a new Township and some of

the land is very broken; about 7000 acres are settled on and 1000 cleared and cultivated. It is as yet for Municipal purposes united to Portland. There are in this Township three saw mills and seven schools. The opening of the Addington Road will, it is anticipated, much improve Hinchinbrooke.

BACK TOWNSHIPS.

The remaining Townships of Oso, Olden, Palmerston, Kennebec, Barrie, Clarendon, and Kalador, are all newly surveyed and opened, some of them, indeed, are only partially surveyed. Settlers, however, are fast locating themselves in the neighbourhood of the newly opened roads: their soil and character is such as is described under the head of the Addington and Frontenac Roads, varying from rich heavily timbered land, to broken stoney ridges, with intervals of fertile plain between, and interspersed with lakes and streams.

In most of these Townships, Agricultural Societies have been formed for some years past. The original County Agricultural Society embraced the three United Counties; now Lennox and Addington have separate Societies, the Township Societies have mostly been established within the last ten years, and since the grant for their support by the Government. Too little zeal and interest in their object is, however, still prevalent throughout the Counties, and in some Townships they have been suffered to die out, and in others are in a languid state and only contributed to, just to a sufficient extent to secure the Government allowance. Where they are properly kept up, it is owing to the enterprize of a few individuals. This accounts, in a great measure, for the want of a due appreciation of the character and capabilities of these Counties by those at a distance. It is to be hoped and trusted that the present year's Exhibition at Kingston will create a renewed spirit of enterprize in such matters, and that the farmers of this neighbourhood will awake to their own interests, and support the character of their land by simply shewing what it is capable of, and by giving it fair play.

THE ADDINGTON ROAD.

To facilitate the settlement of lands in the rear of these Counties, the Government is now opening two roads run-

ning almost Northerly or some few degrees West of North to the River Madawaska. One of these, the Addington Road, is already cut out, and the centre grubbed to a considerable distance, and men are now employed in completing it. This road commences in the Township of Anglesea, in the Northern part of the County of Addington, near the village of Flint's Mills, in Kaladar, and runs almost due North to the River Madawaska, a distance of 35 miles—thence it is to be continued for the distance of 25 miles till it intersects the Ottawa and Opeongo Road, a newly laid out Road, running from the Ottawa Westerly, and connecting with roads running to Lake Huron. The outlines of five Townships of very superior land are already surveyed and ready for settlement on the route, lying North of Lake Massonaka and between it and the River Madawaska. These Townships are Abinger, Denbigh, Ashley, Effingham, Anglesea, and Barrie. Settlers are already rapidly flocking into these Townships; it is said that Mr. Perry, the Agent for the Addington Road, has allotted on an average 300 acres a day, since he commenced his duties. These lands are granted free to actual settlers on the performance of certain conditions or settlement duties, which the advertisement issued by the Bureau of Agriculture states to be,—The grant to each individual not to exceed one hundred acres. The settlers must be 18 years of age, must take possession of the land allotted him within one month, and put it in a state of cultivation at least 12 acres in the course of 4 years—build a house 20 feet by 18, and reside on the Lot until the conditions of settlement are fulfilled.

THE FRONTENAC ROAD.

The other road within these Counties, "The Frontenac Road," is not yet in as forward a condition as the Addington Road. It has been surveyed and marked out and axemen are now employed in opening and grubbing it. It commences in the rear of Hinchinbrooke and runs a little Westerly of North to the River Madawaska, opening up the Townships of Olden, Oso, Clarendon and Palmerston. These Townships, although somewhat broken by lakes and streams, afford some very excellent land, well suited for settlement and farm purposes. As the Road ap-

proaches the Madawaska, the land improves in quality or rather in the unbroken extent of tracts of good land. In describing the features of this tract of country the Minister of Agriculture says: "The climate throughout these districts is essentially good. The snow does not fall so deep as to obstruct communication, and it affords material for good roads during the winter, enabling the farmer to haul in his firewood for the ensuing year from the woods, to take the produce to market, and to lay in his supplies for the future—and this covering to the earth not only facilitates communication with the more settled parts of the District, but is highly beneficial and fertilizing to the soil."

In all the localities above named, wherever settlers have produce, there is a good market for it near to them, farm produce of all kinds being in great demand by the lumber or timber merchants, who are carrying on an extensive business throughout these parts of the country.

The direct thoroughfare to this settlement is by Kingston and the Macadamized Roads leading out of it. The Portland Macadamized Road leading to the Frontenac Road, and the Napanee Macadamized Road, and the Camden and Sheffield Road carrying the traveller to within reach of the Addington Road.

GRAND TRUNK RAILROAD.

The Grand Trunk Railroad Stations and Works within these Counties, are the Station House and buildings at what is supposed to be the Kingston Station, about half way between Kingston and Kingston Mills, and some two miles from the city, and the Stations at Collins' Bay, Linksville and Napanee, the tubular bridge at Kingston Mills, and the iron girder arch bridge at Napanee. The line of road enters the township of Pittsburgh and crossing the Napanee road near Waterloo, runs through Kingston, Ernestown and Richmond. The works at the Kingston station are of stone, well built, and consist of a spacious station and passenger house, wood shed and freight house, roofed with slate; those at the other stations are of an equally expensive and substantial character. The bridge at Kingston Mills is a very handsome iron tubular bridge, spanning the chasm formed by the river, just above the locks. It is

much admired by scientific men as a good specimen of such structures. The bridge across the Napanee is of iron, supported by stone piers, and is also a very handsome and excellent work. The track in this neighborhood appears to be well and solidly laid, and the road promises to be a good, and, it is to be hoped, a lasting one. It is beyond the scope of this Essay to discuss the railroad policy of the country, but it is necessary to mention, that very great dissatisfaction has been expressed regarding the locality of the Kingston station and depot. It is now understood, however, that the company will build a branch across the flat that intervenes between the heart of the city and the depot. When it is considered that here is the chief spot where the extensive lines of roads of the United States unite with our Grand Trunk road, through the Rome and Cape Vincent Railroad, it is somewhat unaccountable that any considerations should be allowed to interfere to prevent the making this depot in a central, convenient and readily accessible locality. The interest and character of the Company are both at stake in this question, and it is not probable that they will lose sight of either, but will act wisely whilst it is not too late to rectify the error into which they have fallen.

FINANCIAL AFFAIRS OF THE COUNTIES.

Some idea of the Financial affairs of the Counties is to be obtained from the following statement, taken from the published minutes of the Municipal Council. The sources of revenue are yearly increasing with every acre of land brought into cultivation, and every new lot settled on.—The necessary funds for the erection of the new Court House, were raised by loan under the Municipal Loan Fund Act. The amount, £20,000, is provided to be paid off in full by a sinking fund, in 25 years. The Council, apart from the Court House, own real estate and stock to the amount of about £25,000.

ACCOUNT of the Revenue and Expenditure of the United Counties of Frontenac, Lennox and Addington, for the year 1855.

SOURCES OF REVENUE.

Township of Adolphustown.....	£	133	15	0
“ Amherst Island.....		129	1	3
“ Bedford.....		110	8	9
“ Camden.....		590	12	6
“ Ernesttown.....		628	15	10
“ Fredericksburgh.....		590	8	9
“ Kingston.....		536	5	0
“ Loughborough.....		167	3	9
“ Pittsburgh & Howe Island..		237	10	0
“ Portland & Hinchinbrooke..		386	13	3
“ Napanee.....		125	18	9
“ Richmond.....		596	17	3
“ Sheffield.....		261	6	3
“ Storrington.....		167	10	0
“ Wolfe Island.....		215	12	6
City of Kingston.....		332	10	0
Lunatic Asylum.....		283	7	10
Administration of Justice.....		979	3	2
Jury Fund.....		242	15	6
Wild Land Taxes.....		110	17	3½
Miscellaneous Receipts.....		18	0	0
Roads.....		2242	19	8
Legislative School Grants.....		1263	6	7
Pedlar's License.....		51	0	0
Tavern Inspector's Fund.....		47	5	8
Bills Receivable.....		5078	6	0
		£15,527	13	9½

HEADS OF EXPENDITURE.

Administration of Justice.....	£1228	18	1½
Jury Expenses.....	504	8	0
Wolfe Scalps.....	19	10	0
Wild Land Taxes.....	22	11	4½
Miscellaneous Payments.....	21	17	1½
Roads.....	1137	10	3½
Schools.....	2851	5	6
<i>Carried forward,</i>	£5786	0	5

<i>Brought forward,</i>	£	5786	0	5
Bills Payable.....		5701	10	7
Bonds and Debentures.....		1346	19	0
County Council.....		226	14	0
County Officers.....		501	5	0
Printing and Stationary.....		76	8	5
New Court House and Jail.....		1523	18	7
Sinking Fund on Assessments of 1855....		183	4	7
Balance... ..		181	13	2½
		<hr/>		
		£15,527	13	9½

LIABILITIES of the *United Counties of Frontenac, Lennox and Addington.*

District Bonds, outstanding.....	£1986	5	0
Debentures for County purposes.....	500	0	0
“ for Stock in Wolfe Island Canal,	1000	0	0
“ Loan to Richmond Road Co....	4000	0	0
“ Loan to Kingston & Bath Road Company.....	700	0	0
Bank accommodation in Bills, payable 1856,	1000	0	0
Purchase money of Kingston and Napanee Road due Provincial Government....	12300	0	0
	<hr/>		
	£21,486	5	0

The whole number of acres in the Counties is 1,335,640; population about 45,000 to 50,000; assessed value, £1,842,000.

GEOLOGICAL FEATURES.

The Geological structure of these Counties is, strictly speaking, of secondary formation, being a portion of the lower Silurian group, consisting chiefly of Trenton limestone, with, in some parts, Potsdam sandstone, and calciferous sandrock. It is part of a formation extending over a large portion of the region between the Ottawa and St. Lawrence, and crossing into the neighboring State between Kingston and Brockville, known to Provincial Geologists as the “Laurentian Group.” Mr. Billings, in his useful little work, the “Canadian Naturalist and Geologist,” classes these rocks as being for all practical considerations, primary. He says,—“Although these rocks, the Laurentines,

“are certainly of secondary origin, that is, were formed at the bottom of some vastly ancient sea, after the creation of the world, yet on account of their wide diffusion, for they, without doubt, underlie all the fossiliferous rocks, they may be assumed for our present purpose (the classification of rocks,) to have been the original surface of the earth. They constitute the floor of the ocean, upon which the Cambrian and Silurian rocks were slowly deposited, and in our enumeration of these latter, we shall consider the Laurentians as the foundation supporting all the others.”

Throughout the above mentioned formation, and within and in the neighborhood of these Counties, there are to be found valuable mineral ores and economic materials, which will hereafter form sources of great wealth and benefit to the locality.

The Trenton Limestone, of which is built most of our public buildings and best residences, is a pure blueish-grey limestone, very regularly stratified. Some Geologists divide this description of formation into four sections,—the Chazy, Bird's Eye, Black River, and Trenton Limestones, but they are generally known under the common designation of Trenton Limestone. The stone buildings of Kingston are derived from the beds of that which would be classed as “chazy” limestone; it is very handsome when dressed, but somewhat brittle and subject to break off short when used for lintels, or outside ornamental work. The economic materials found in these Counties, consist of magnetic and specular ores of iron, galena, plumbago, grindstones and flagging, scythe stones and whetstones, lithographic stones, limestone, marble, water lime, brick clay, shell-marle and peat, pure silicca, for glass making, talcous and other ochres, and soap-stone, (steatite.)

IRON ORES.

Magnetic and specular iron ores, are found more in the Townships adjoining these Counties than within them, but Bedford and Olden, and perhaps other Townships will also be found to yield them. There is a bed of magnetic ore in Bedford, on the West side of Wolfe Lake. The abundance of these mineral ores in the surrounding Townships of Madoc, Marmora, Belmont and Seymour, is, however, of great importance to Kingston and

the neighborhood. The ores from the mines in these Townships will either be brought to that city to be smelted, or if smelted on the spot will have to be carried to that port for use, for sale, or for exportation, and apart from these considerations, the neighborhood of these mines will be of value to our City and Counties, in affording the material for the renewal of our railroads and for countless other purposes, if not at a cheaper rate than it can be purchased and brought from a distance, (and thus aid in keeping a portion of our capital within the Province, instead of sending it abroad,) at least of a very superior quality to that imported.

The only works of any great extent now in operation are those in Marmora, 5000 or 6000 tons of pig and bar metal are annually worked at these mines and ten times that amount might be worked if facilities were afforded and encouragement given to the enterprise. A company has already been formed for smelting ore in Kingston, and a contract has been entered into to deliver some 15,000 tons annually for five years for shipment. This ore is to be obtained from the works on the Ottawa. When a Railroad brings the Marmora and other iron works into immediate and direct connection with our city, there can be no question that it will create a great source of employment and of revenue. That such will before long be the case, we have reason to hope and expect. An Act of the last Session of our Parliament has authorized the construction of a Railroad to Newburgh. It is not too much to look forward to the extension of that road to the Marmora Iron Works. Under any circumstances Kingston will be the natural port for the shipment of ore or of iron. A road will either be made as above suggested from Newburgh to the Works, or a road to Belleville, whence the iron or ore will be brought to Kingston by bay craft or Railroad, for shipment at that port. American capitalists have already found it worth while to ship the ore to Ohio, where coal is plentiful. It will doubtless soon be found profitable for native enterprise to import the coal and smelt the ore in Kingston, an experiment now about to be tried. The immense demand that must for ever exist for iron here and in the United States, makes the subject of the producing, working and traffic in it, one of grave consideration and veins of ore not now deemed worthy of attention will at no distant date be advantageously worked. Iron has already been sent from

this neighbourhood to England, where it competes in quality with that from Sweden.

GALENA.

Lead ore is found in the Township of Bedford. This may ultimately also prove of value, and well worth working, although at present of less presumed importance than the iron ores. Three veins of this mineral have been struck in Bedford, one in Lot 21, in 8th Concession; and two between Lots 18 and 19, same Concession. The Perth Road runs within a mile of these veins, the facility thus afforded for the transport of ore or metal, of course, renders them the more valuable. Plumbago also is found in this locality. A vein exists near the outlet of Gold Lake on Lot 6, 9th Concession, Loughborough. Another on the South side of a small island at the East end of Buck Lake. The same mineral is found too, on the North side of Buck Lake and in Bedford, on Lot 18, 9th Concession, and on West side of Mud Lake in Loughborough.

GRINDSTONES.

The Potsdam sand-stone formation yields grindstones though of a somewhat coarse description. It is found chiefly in Loughborough and Storrington, at the North ends of Knowlton Lake, and near Vanluven's Mills in Storrington.

FLAGGING

Of the best quality can be obtained from the same formation. Near Vanluven's Mills, (Lot 12, 9th Concession Storrington,) the beds are very regular and divide into thin layers very readily, though as yet of no particular value, the time is not far distant when such material will be in great demand. The perishable nature of the plank-walks of our Canadian cities is already compelling city municipalities to seek for a more lasting substitute. The flagging found in this spot and elsewhere, is well calculated to supply this want, and will doubtlessly soon pave our streets. The same material also exists in the neighbourhood of Eel Lake. The Trenton limestone has been sometimes used for flagging, but is not so suitable, nor of so good a quality as the sand-stone.

SCYTHE STONES AND WHET STONES.

Material well adapted for being worked into these articles, is found in Kennebec. It has not as yet been manufactured to any extent, but it will some day be found of advantage to substitute these native productions for those usually sold which are imported. The stone, or rather slate, in Kennebec, is of equally good, if not of better quality than that imported.

LITHOGRAPHIC STONE.

It is probable that this valuable description of material exist in these Counties as it is often found in the vicinity of other formations that appear there, such, for instance, as the Chazy limestone, but no specimens have actually been found nearer to this locality than Marnora, whence a very excellent quality was sent to the London Industrial Exhibition, but it is contended by some, that it exists in the immediate neighbourhood of or on the site of the City of Kingston, which is probably the case.

BUILDING STONE.

Of building stone, we have already spoken.

SHELL-MARLE AND PEAT.

Loughborough Lake and all the Lakes from it to White Lake, in Olden, contain at the bottom of them a thick deposit of shell-marle, and the same substance is also found in great quantities on Lots 15 and 16 in 2nd Concession of Sheffield, and on Lots 12 in 3rd and 4th Concession of same Township. The deposit in 2nd Concession is said to extend over an area of upwards of 200 acres, with a thickness of at least 10 feet, and that in the 4th Concession over 300 or 400 acres. These deposits of marle are covered with an accumulation of peat about 4 feet in thickness, and of excellent quality for fuel, containing only some 3 per cent of ashes.

MARBLE.

Marble of a very excellent quality is to be found in Loughborough, but back in Palmerston there is an extensive vein of this stone, equal in quality and similar in color to the finest carrara or Parian marble.

WATER LIME.

Good hydraulic lime has been found near Knowlton Lake, in Loughborough, and in the vicinity of the fort at Kingston, and very probably exists in many places in the Townships.

BRICK CLAY.

Brick clay abounds in all parts of the Counties.

SILEX.

Silex of a pure description and of excellent quality for the manufacture of glass, is found in Storrington and elsewhere.

STEATITE.

Soap-stone is found in various places throughout the Counties, but chiefly in Loughborough.

OCHRES.

A very valuable species of talcous ochre, suitable for paints, for polishing silver, and other uses, exists in large quantities in Storrington, and is also found in Loughborough.

The limestone formation throughout this part of the Country, is interspersed with Gneiss or stratified granite.—This is the case more particularly in Pittsburgh, Bedford, and in the neighbourhood of the Lakes in the back and Eastern Townships.

It would be easy, if deemed necessary, to give a condensed sketch of the exact geological character of the whole Counties, but limited space prevents this, even were it needful. The enquiring reader is referred to Mr. Murray's Report on the Provincial Geological Survey for 1853, (page 81, et seq:) for a very full description of this part of Canada West.

LAKES.

In describing the features of the different Townships frequent mention has been made of the Lakes. Through the whole tract of country lying North of the Township of Kingston, and in these and the neighbouring Counties, are a multitude of Lakes of various sizes, from that of a mere

pond up to that of a Lake of 20 miles in extent. The water of these Lakes is extremely pure and clear, and they are furnished with abundance of fish; they are mostly connected by streams of water, and are navigable, and the streams capable of floating canoes or small boats. Through these Lakes and streams are annually floated immense quantities of lumber and timber, and in the absence of the roads now in the course of construction, they have been the highway to the city from many a fine farm on their banks. Around them, in some places, the land is much broken, rocky and waste, but between such broken and rough tracts are lands of great richness and fertility, and of the first quality. The scenery throughout this tract of country and in the neighbourhood of these Lakes and Rivers is extremely picturesque, and in many places even grand, varied with rock, valley, streamlets and wood. When as the country gets older, localities are sought not only with a regard to their flat unvaried richness of soil, but with some consideration of their beauty of location and scenic charms; there is little doubt that many a romantic glen here will have its accompanying cottage, hamlet or mansion, and that many a pretty homestead will be embowered among these woods and water falls: even now many a good farm is being brought under cultivation in these parts. If any surpass the rest in picturesque beauty, we should incline to give the palm to Buck Lake and its vicinity. The neighborhood of these lakes abounds in deer.

To give the reader some idea of the number and extent of these sheets of water, we extract from Mr Murray's Geological Report for 1852 and '53, the following table, shewing their respective heights above the surface of Lake Ontario, the townships in which they are situated, and the waters to which they are more or less nearly or remotely tributary:—

NAME.	TOWNSHIP.	HEIGHT.	FALLS INTO
Loughborough Lake,	Storrington & Loughborough,	16,612 ft.	Rideau Canal.
Sloat's Lake,	Loughborough,	18,905	Lake Ontario.
Knowlton Lake,	"	21,753	Mud Lake.
Mud Lake,	"	21,753	Desert Lake.
Desert Lake,	Bedford,	21,753	Birch Lake.
Birch Lake,	"	21,753	Devil Lake.
Devil Lake,	"		Rideau River.
Canoe Lake,	"	22,997	Desert Lake.
Batting's Mill Pond,	"	28,700	Wolfe l. & Rid. r.
Green Bay & Bob's lake	"	38,480	Joy & Rid. river
Crow Lake,	"	39,888	Mud Lake.

NAME.	TOWNSHIP.	HEIGHT.	FALLS INTO
Sharbord Lake,	Osa and Olden,	50,529	Mad'ka & Ot. riv
White Lake,	Olden,	55,529	Sharbord Lake.
Cross Lake,	Kennebec,	41,284	Long Lake.
Long Lake,	Sheffield,	36,569	Beaver Lake.
Beaver Lake,	Sheffield,	30,722	Sal. r. & Bay of Q

RIVERS.

The principal streams draining these Counties are the Salmon River, the Napanee, Mill Creek, Collins' Creek, and the Cataraqui or Rideau River and Canal, to these may be added Big Creek, and the Little Cataraqui. There are also numerous smaller streams. These streams have all nearly a similar course, running South, 25° West, or thereabouts. The Salmon River rises back in one of the lakes in Kennebec, Crow Lake, and flows through that township into Beaver Lake in Sheffield, and thence crossing Richmond and Tyendenaga into the Bay of Quinte. The Napanee is fed from the numerous lakes in Bedford and other townships; it is difficult to state its rise. It flows through Portland, and becomes an important stream in Camden.— In that township it is connected with Vardy's Lake by a stream flowing into it. On it are situated Colebrook, Simcoe Falls, Clark's Mills, Newburgh, (in Camden,) and Napanee, in Richmond; it falls into the Bay of Quinte. Mill Creek flows out of Sloat's Lake, in Loughborough, and after crossing Portland, expands into Mud Lake, in Portland and Ernesttown, (this must not be confounded with the Mud Lake in Camden,) thence crossing Ernesttown, it falls into the Bay at Mill Haven. On it are Odessa, or Mill Creek, Linksville and Mill Haven. Big Creek flows through Ernesttown and Fredericksburgh into Hay Bay. Wilton, in Ernesttown, is on this stream. Collins' Creek unites Collins' Lake in Storrington and Kingston with the waters of the Bay of Quinte. At its mouth is the village of Port Royal, or Collinsby, before mentioned. The little Cataraqui is a small stream confined to the township of Kingston, which it drains in part, and feeds one or two saw Mills.

RIDEAU CANAL.

At Kingston is the outlet of that stupendous work, the Rideau Canal, an immense military highway, connecting the Ottawa and St. Lawrence Rivers. The locks on this

canal are amongst the grandest structures of the same nature in the world. The undertaking was commenced and carried out by the Imperial Government at an immense expenditure, chiefly for military purposes, as affording a safe channel for the conveyance of stores, arms, &c., when the frontiers might be exposed, and partly with a commercial view of avoiding the rapids of the St. Lawrence, at that time considered insurmountable, in the transit from the sea-board. This canal cost upwards of £1,000,000 sterling. Its construction was expected to have great influence on the welfare of Kingston, and for some time such influence was doubtlessly beneficially felt, as it was necessary to trans-ship at that port as well the products of the west in their carriage to the seaboard, as the merchandize for Western Canada in its transportation westward, and to forward them by other craft through the canal, or up the lake, thus creating a large source of labour, outlay and gain, and employment to numerous forwarders, agents and workmen in the transshipment. The improved navigation of the St. Lawrence, by the construction of the St. Lawrence Canals, and the discovery of other and better channels than were then known, to a great extent abolished that source of life and activity on the wharves and in the harbor of the city.

The canal was intended for the passage of barges, both down and up between Kingston and Bytown. Steamers, however, were soon made available in guiding barges down the rapids, which came with return cargoes up the canal. Now steam-tugs tow, through the course afforded by the St. Lawrence Canals, both schooners and barges up as well as down the stream, and where schooners are used no transshipment necessarily takes place at Kingston. Of late, it has been found profitable to employ barges in the navigation of the St. Lawrence, or it has been found profitable for schooners to confine their trips to the open lake, which, with the facilities for the transshipment of grain afforded by an extensive steam elevator, has caused a renewed life in that branch of business.

This important work unites, as we have stated, the waters of the St. Lawrence with those of the Ottawa. It commences at Kingston, and pursues a North-eastern direction through a chain of lakes, with most of which it be-

comes identified in its course, until it intersects Rideau River, continuing its route along the banks, and sometimes in the bed of that river; it enters the Ottawa at Bytown, (now the City of Ottawa,) in North latitude $45^{\circ} 23'$.—Length from Kingston to Bytown, including the navigable courses, 126 miles, with 47 locks, each 33 feet wide, and 134 long. Ascent from Kingston to the Summit Pond by 15 locks, 162 feet. Descent from the Summit Pond to the Ottawa by 32 locks, 283 feet; total lockage 455 feet, depression of the Ottawa below Lake Ontario at Kingston, 141 feet; general course, North, North-east. It was commenced in 1826, when the Duke of Wellington was in office, and it is understood that that great General had a voice in the designing of this mighty structure, which is not unworthy of his genius. Sir James Carmichael Smith, of the Engineer's Department, is said to have originated the idea of its construction. It was carried out under the superintendance of Colonel By, and the town at its junction, with the Ottawa, was named after him. That name has since been changed, when Bytown was made a city.—It was the only testimonial to his energy and skill, which deserved from the Province some better acknowledgment. This great work, together with the extensive lands along its line of route, held by the Imperial Government, have lately been transferred to the Province, and there is no doubt that its resources and revenue will be made the most of for the general benefit of the country. Already the local trade along its course is fast increasing, with the improvement and growth of the settlements in the neighborhood of the Ottawa. The transport of iron ore from the same section of country to Kingston also adds largely to it. Along the course of the stream are valuable water privileges.

ROADS.

It has been stated that Kingston was the focus of a net work of good roads. Let us now consider the nature and extent of these avenues to the city, through what townships they pass, and their probable effect. We have said that the resources of these Counties were not began to be developed until, comparatively, recently. This is shewn to be the case when it is stated that up to 1848, the Kingston and Napanee Road, 25 miles, completed in 1844, was

the only macadamized road leading into Kingston. Since that time a greater amount of enterprise and public spirit has been exhibited, and there are now in the course of construction macadamized roads in every direction, which, when completed, will cover a length of 160 miles; of these the greater part is finished, and the remainder will be completed within a short period. To give any idea of them, they must be considered separately; in doing so, and when treating of the roads to which it relates, quotations will be freely made from the Report of the joint committees from the Council and the Citizens on the Perth, Gananoque and Phillipville Roads—a correct and reliable public document.

THE CAMDEN ROAD.

The Camden Road runs through the township of Camden, Ernesttown, and Sheffield, leaving the Napanee Road about two miles west of Odessa, or Mill Creek. It was built in 1850, and is about 18 miles in length. The country is well settled on either side of it, and a large amount of produce is carried over it to Kingston and the surrounding villages. This road was built by the County and Township Municipalities.

THE BATH ROAD.

The Bath Road leads from that village to the city, a distance, by the road, of about 18 miles, eight of which are macadamized; it runs along the shores of, or parallel with the Bay of Quinte, through an old, well-settled and fertile country, crossing the townships of Kingston and Ernesttown. It was built some six years ago, at a cost of £290 per mile. There are on it two toll gates, and its revenue produces some 10 per cent. on the capital invested. It must be remembered too, that during the season of navigation, there is constant steam communication with Bath, which, of course, tends to reduce the annual produce of this road. The drive along this road is rendered more than ordinarily pleasant, by the pleasing scenery and country along it. This road was built by a joint stock company.

THE SYDENHAM ROAD.

The Sydenham Road connects the village of Syden-

ham, in the western part of the township of Loughborough, with Kingston. It is 16 miles in length, nine miles of which are macadamized. It was built at an expense of £310 per mile. It runs through Kingston and Loughborough, over, with few exceptions, a fine tract of country, and between good farms, and pays a large per centage over the interest on its cost.

THE STORRINGTON ROAD.

The Storrington Road, after running eastward to within a mile of Kingston Mills, then turns northward to Storrington, a distance of nine miles from Kingston. The lands immediately adjoining the city, on this road, are not so good, and the country somewhat broken and uneven, but after a mile or two, it traverses a remarkable fine tract, and passes some good farms. This road has paid 12 per cent. annually on its cost.

THE PORTLAND ROAD.

The Portland Road leads from Kingston, westward to Spikes' Corners, in Portland, and was built by a Joint Stock Company. The capital was subscribed chiefly by private individuals. The County Council subscribed £500. It was commenced in 1854 and will be completed the present autumn of 1856. It runs from the Napanee Road, above Waterloo, about four miles from Kingston, through the Townships of Kingston, Portland, and Camden, to a small village known as Mirvale in Portland, and and thence to Simcoe Falls in Camden, a branch of about two miles leads to Spikes' Corners. The whole Road is about 16 miles in length, and will cost, including gates and incidental expenses, about £350 per mile. It is contemplated to connect with the road now opening up through the rear townships, to the Madawaska River, and known as the Addington Road. The Portland Road is expected to pay some 15 per cent. on its cost. It traverses a good level country, and some fine farms are found along its line. A large amount of travel and traffic will pass over this Road, and it will, without doubt, prove lucrative to the Stockholders, and beneficial to the neighbourhood:

THE KINGSTON, PITTSBURGH AND GANANOQUE ROAD.

The Company which projected this road commenced

with a capital of £18,000; of this, the City Council of Kingston subscribed £5,000, payable in debentures at 20 years. The road passes through Pittsburgh, and unites the County of Leeds with Kingston. The distance to be macadamized by this company is about 24 miles—the road being in fact two branches, and passing by different routes through distinct parts of the township; the whole of it there is every reason to expect, will be completed by the end of the present season; there are four toll gates on the road—contract price per mile is £350.

In reporting on the policy of the city subscribing for stock in this road, the committee remark that “they entertain no doubt but that the road will pay more than simple interest on its cost of construction, and they think it will be of advantage to the city in increasing the facilities of getting to market, attracting settlers, accelerating the settlement of the Township of Pittsburgh, and approve of the policy of subscribing to its stock.” This Company has purchased, and now own the “Cataraqui Bridge.”

THE KINGSTON AND PHILLIPSVILLE ROAD.

The Kingston and Phillippsville Road Company was formed with a view of opening a connexion between Kingston and the rear of Leeds, South Crosby, and Bastard, and the adjoining section of the Country, which is separated from that opened by the Perth Road by a series of Lakes, forming part of the Rideau Canal. The Capital consists of £12,500—£7,500 of which has been subscribed for by the City Council—£4,500 by private individuals. The municipalities of the townships through which the road passes, were expected to have aided the enterprise by taking stock; this expectation was not fulfilled, owing, not so much to any doubt of the prudence of the investment, but from a too prevailing indifference, or want of public spirit existing in such bodies. The whole of the road is under contract, and will be completed to White Fish Falls before the end of the present year. The whole extent of road to Phillippsville is about 28 miles; to White Fish Falls about 20 miles, and the contract price £600 per mile. The townships through which this road runs are well settled, and the lands of a fine quality. The report before referred to, after making this statement, continues:—“The townships which it reaches, and whose produce and trade it will pro-

“ bably bring to Kingston, are of a superior character, and
 “ will be very valuable to Kingston. The revenue from
 “ the road will, in the opinion of your Committee, during
 “ the second, or at all events, the third year, enable the
 “ Company to pay a dividend to stockholders, exceeding
 “ the simple interest on their subscriptions; and your Com-
 “ mittee conceive that no doubt can exist as to the propic-
 “ ty and advantage to the city of subscribing, as was done,
 “ to the capital stock of the company.” The expense of
 the construction of this road has been greater than that of
 most others recently made, in consequence of the greater
 part of it being altogether a new road, newly cut, graded
 and turnpiked, whilst the others have been good turnpiked
 roads, macadamized—the cost of macadamizing only, be-
 ing the principal recent outlay, and the original amount ex-
 pended in making the old line of road, not being taken in-
 to account.

KINGSTON AND PERTH ROAD.

This important enterprise has been entered on, not so
 much with the view of obtaining a large direct return, in
 the shape of interest on the outlay, as by establishing a
 direct communication between this city and Perth, not on-
 ly to encourage the improvement of the townships imme-
 diately behind us, but to open up a mutually beneficial in-
 tercourse between this city and several populous and weal-
 thy townships, for which it is the natural outlet and mar-
 ket, but from which it is at present entirely shut out.

“ The line chosen for the Perth Road,” says the report
 for which we are indebted for so much information, “ runs
 “ from Kingston to the Narrows, at Loughborough Lake—
 “ a distance of 12 miles: thence to Westport, 11½ miles:
 “ and thence to Perth, 18 miles; in all 50½ miles. It pas-
 “ ses through the townships of Kingston, Storrington,
 “ Loughborough and Bedford, in this County, and North
 “ Crosby and Burgess, in the County of Lanark. The
 “ townships of Bathurst, Drummond and Lanark, in that
 “ county, may also be considered as reached, and affected
 “ by this road. These townships embrace a population of
 “ about 30,000. On this route, the first 12 miles, from
 “ Kingston to Loughborough Lake are completed, two toll
 “ houses erected, and a revenue of £200 for the first year
 “ created; from Loughborough Lake to Buck Lake, and

“from thence to Westport, the line has been chopped
 “through, and a winter road established. The last nine
 “miles to Perth, have been chopped, grubbed and graded,
 “and the last six of them macadamized. The direct ex-
 “penditure, exclusive of the cost of toll houses between
 “Kingston and the north side of Loughborough Lake, has
 “been £7,293, of which the bridge cost £615: from thence
 “to Buck Lake, the expenditure has been about £1,000,
 “and for the last nine miles the expenditure has been £3,-
 “722; and the land damage on the whole route has been
 “£918. To finish that portion between Loughborough
 “and Buck Lake, would cost about £4,171; from West-
 “port to Perth about £6,935, so that the whole expendi-
 “ture upon the route itself has been £13,732, and the
 “whole sum required to finish the road would be about
 “£16,294.”

Since the date of the above quoted Report, bridges
 have been built across Buck Lake, Indian Lake Creek, and
 another Lake on the line, and the communication between
 Kingston and Westport thoroughly established. A large
 party of experienced axemen are employed on the road be-
 tween Loughborough Lake and Perth, while the three miles
 on the Perth section, then unfinished, have been completed.
 The whole capital stock of this Company consisted of
 £20,000, £17,500, subscribed by this city, payable in de-
 bentures at 20 years date; £2500 subscribed by private
 individuals. The estimated cost of the road from end to
 end, is £32,000, the deficiency of £12,500 the Directors of
 this Company hope to raise by additional subscription of
 stock from the Township and County Municipalities, affect-
 ed by the road, and some further sums from private indi-
 viduals. The Town of Perth has agreed to contribute
 £1000, or if these contemplated forces fail, by a judicious
 expenditure of the £20,000 subscribed, to be able to place
 the road in the attitude of a paying enterprize before the
 public, and to borrow upon it whatever amount they might
 ultimately find themselves deficient in.

The policy of the city subscribing so largely for stock
 in the enterprize having been questioned, we take space to
 quote the following evidence given before the Committee,
 whose Report is above referred to:—

“The evidence brought before the Committee upon the
 “character and value of the country opened up by this

“road, is of a stronger character than any of the members had expected. That the country from Kingston to Loughborough Lake would compare favourably with any similar extent of land in this or the adjoining Counties, some of your Committee well knew, but North of Loughborough Lake, between it and Buck Lake, a distance of 9 miles, and spreading to a width of 15, an area of nearly 87,000 acres, and from them through Bedford, the Crossbys and Burgess, it was not supposed by any of your Committee, until the evidence in this enquiry was heard, that the lands were to any important extent fit for agricultural purposes. Your Committee, however, are gratified to be able to Report that this section of country has been much undervalued. The construction of the Perth Road has now, for the first time, rendered it accessible, and your Committee think there is every reason to anticipate that it will be rapidly taken up by the poorer, but still valuable class of settlers, who will contribute in an important degree to the trade and advancement of this city. Your Committee deem this point of so much moment and so material to the fair appreciation of the policy of constructing these roads, that they give the evidence of some of the witnesses examined on it:

“Mr. James Campbell, of Storrington, a farmer who has lived there since childhood, says, with reference to this section of country:—The general character of the land is rough, but there is hardly a Lot that will not be settled upon. It is much better adapted for grazing than the land South of Loughborough Lake. There would be on an average, at all events, fifty acres of tillable land in every lot of two hundred acres. There is excellent building timber and an abundance of cordwood to be got on these lands; there is wood now being drawn to Kingston from places which never sent wood here before, and could not but for the Perth road; thinks every Lot capable of settlement.”

“Mr. John Woolf, of the same Township, also an early settler, and who has lived there for thirty-five years, says:—The other side of Loughborough Lake is rocky, but a good deal of good land mixed with it; a good deal of good timber; the land is good on granite formation, much better than on limestone; immediately along the line of road between Loughborough Lake and Buck Lake,

“there is good land enough to settle from two to four hundred families; there is a country nine miles along the road by a width of fourteen or fifteen miles, which, but for the Perth road, would remain a wilderness; believes every Lot will be taken up in three or four years; Kingstons will be their only market; there is a good deal of hardwood in this locality.”

“Mr. Schuyler Shibley, President of the Portland Road Company, says:—He is acquainted with pretty much the whole line of country through which the Perth Road passes; the general character of the country is rough, but on the worst lots which could be picked out, a person could get a better living than hundreds who are working here; there are two-thirds of the lots that persons could make a good living on.”

“Dr. William Beamish, of Waterloo, says—He knows the country along the line of the Perth Road well; the character of it along the lakes is rough, but passing these there is good land; there is good wood land all through! —thinks there are more than 50 acres in every lot of 200 acres fit to be ploughed.”

“Mr. Sylvester Holden, Reeve of the Township of Loughborough, and an old resident, says—He knows the line of roads well; thinks it a good line; thinks every lot will be settled; the general character of the country is rough, but well wooded; the road will effect a settlement, it will make a considerable difference in the settlement.”

“Mr. George Parker, a resident for five years in Loughborough, says—The road has doubled the value of his land; there are settlers going in back of Loughborough Lake; since the road was cut it is filling up; there is good land; thinks eighteen out of twenty lots will be settled; no doubt there will be plenty settlers there; rear of Loughborough and Crosby will be settled in consequence of the opening of the road.”

“John McDonell, an axeman, and the foreman of the men who chopped out the road says—He knows the whole line of road; he corroborates the evidence of Mr. George Harker; the land is broken, but in places the soil is excellent; is experienced in timber; the land is well wooded with hard timber; is as well timbered land as he ever saw.”

" Mr. Robert D. Rorison, for sixteen years a resident
 " and mill owner in the township of North Crosby, says—
 " That he is well acquainted with the Townships of Bed-
 " ford, North Crosby, South Crosby and Burgess ; all these
 " townships contain much land fit for settlement, though
 " their general character is rough ; upon almost every lot
 " from 50 to 70 acres of good tillable land will be found,
 " and the remainder good grazing land, and covered with
 " wood—pine, hardwood and hemlock abound ; that in
 " these townships the few settlers that are there, are chiefly
 " settled on shanty roads ; that land sells from 4s. to 7s. 6d.
 " per acre ; that these low prices, are obtained in consequence
 " of the want of roads, and the difficulty of getting at the
 " different parts of the townships ; that some of the people
 " who have gone in there have grown rich, merely from
 " the produce of their land ; the village of Westport is the
 " place where most of the people do their milling and trad-
 " ing ; it is called 50 miles from Brockville, where all the
 " produce is sent ; he is well acquainted with the route of
 " the Kingston and Perth Road, from Buck Lake to
 " Perth, and the country through which it passes ; that the
 " road, when completed, will have the effect of opening up
 " and settling the townships of Bedford, North Crosby and
 " Burgess ; cross roads will be made to it from all parts of
 " these townships ; it will also bring the people of South
 " Crosby, and the Villages of Newboro and of Westport to
 " Kingston ; the business of the whole of that section of
 " country is now principally done at Brockville ; it will,
 " by the new road, be directed to Kingston ; it is a consid-
 " erable business, and will rapidly increase ; the through
 " travel, he believes, will be considerable ; thinks it would
 " support a line of stages ; it would make Kingston the
 " natural outlet for all business and pleasure travel, and
 " the high road to Albany, New York, &c., for all persons
 " from that section of country ; he is well acquainted with
 " the rise and progress of Kingston, and of the townships
 " of which he has been speaking, since 1813, and is decid-
 " edly of opinion that the Perth Road will pay 6 per cent.
 " interest on £30,000 ; and further, that if no interest was
 " received, the advantages and increased business brought
 " to Kingston by the road, would pay Kingston for its con-
 " struction."

" Upon evidence such as this, your Committee have

“arrived at the opinion, that the policy of opening up this country and attaching it to Kingston, by means of the Perth Road, was sound and judicious, and deserved the assistance it received from the City Council of 1854.—Some of the heaviest tax payers in the city, more particularly Messrs. Morton and Forsyth, were amongst those who originally petitioned the Council to aid in this enterprise, and these gentlemen have again, before your Committee, expressed in the strongest terms their sense of the importance of the road, and the necessity of completing it. As a citizen, paying nearly £400 per annum taxes to the city revenue, your Committee think Mr. Morton’s evidence on this point, deserving of great consideration—he was an advocate of the road from the first, and so continues. He says—

“He is largely engaged in business; has considered the Perth Road question; went for the road from the first; our markets will be much increased; every person who settles on the road must contribute something to Kingston; he has already received some grain over this road; he thinks it will divert a good deal of business from Perth and Brockville to Kingston; thinks the city will be indirectly remunerated for the outlay; if in the Council would have supported these roads; the interest on the expenditure is of no consideration, in comparison to the indirect advantages.”

“In this opinion your Committee concur, whilst they feel justified, by the evidence before them, in adding, that they think when the road is completed from end to end, and a few years have elapsed, it will pay a fair dividend on the cost of its construction.”

The beneficial effect which this road would have in the opening up and settling the country through which it passes and the large quantity of wild lands, certainly 200,000 acres, it will bring into market for the poorer classes of emigrants who can no longer seek homes West of Belleville, from the high prices of land prevailing there, having been brought under the notice of the Minister of Agriculture by the President of the Company, that gentleman promptly made a grant of £1500 towards the completion of this road, from the colonization fund—an act of which every one will readily admit the propriety.

In concluding their Report the Committee pays a well

merited compliment to a public spirited and enterprising man, which it would be an injustice to omit: "In the course of these enquiries your Committee have not failed to remark, that the organization of 'The Kingston and Perth Road Company' and 'The Kingston and Philippsville Road Company' are both mainly attributable to the exertions of Mr. Alderman McDonnell. They have also observed that, for over a space of two years, his time and attention have been given to the management of these roads without stint; frequently, as it seems to your Committee, to the prejudice of his private affairs. That he has not hesitated to pledge his personal credit on account of these roads to a large amount, and that these exertions and sacrifices have been made without pecuniary interests of any sort in the roads or the country into which they lead."

"Your Committee desire to record their strong opinion of the value of the services so rendered, and think that their unselfish and public spirited character, and the successful results which are attending them, entitle Mr. McDonnell to the gratitude and thanks of the people of Kingston."

GENERAL REMARKS.

There is scarcely among the numerous roads mentioned, one, the drive along which does not afford very pleasing and pretty scenery. In some cases much more eulogistic terms might properly be applied to the prospects presented. Whether the traveller selects the Eastern course to Kingston Mills and Glenburnie, or Westerly along the lake to Bath, or through Waterloo to Portland, or the Perth Road to Loughborough Lake, he cannot fail to find much that is calculated to please the eye, and delight the senses of a lover of the charms of nature and agricultural industry, and to be gratified at the evident marks of progress, of civilization, of comfort and contentment. The scenery he views is far more picturesque and varied than is usually the case in Canadian Districts, and the substantial farm houses, out-buildings, and fences, the extensive orchards, the well filled school houses, and numerous churches, mark the independence and progress of the surrounding yeomanry, whilst the level and smooth road beneath his horses's feet adds not a little to his own comfort and safety.

EDUCATION.

Throughout these Counties are good school houses, numbering in all 72: many of them are of stone and almost all are well built and contain airy and well ventilated school rooms; each school section of five miles square has its school and school teacher, and each Township its Local Superintendent and a Board of Trustees, who manage the business of the section and report on the schools to the head of the educational department; these have chiefly been organized since 1850, under the present school acts, and their success promises to be complete. The various Local Superintendents, with the Trustees of the County Grammar Schools, form a County Board of public instruction which grants certificates to teachers, who are not authorised to teach without holding such certificate. The certificates are renewable annually, without further examination, save as to the continued good conduct of the holder. The constituted Board of Instruction in these Counties, is exacting from candidates a strict adherence to the published programme of qualification, and using every exertion to ensure a high standard of proficiency in the teacher. The influence of the present system of education on the rising generation, and through them on the future prospects of the Counties, is destined to be very great. The children of the yeomanry of these Counties, a generation back, whilst they enjoyed every comfort and abundant plenty were debarred from the incalculable benefits of a sound education. This fact accounts in a very great measure for any apparent sluggishness that may have retarded the expected progress of this part of the country. Whilst in newer settlements, the educated from other lands were introducing skill, knowledge and enterprise; here, to a great extent, the son followed too closely the father's footsteps, nor looked beyond the course others had run before him, save, that the stern purpose that actuated the forefather when he gave up the fair valleys of the Mohawk, to seek a new home in the wilderness; the energy, perseverance and enterprise that had made that wilderness a smiling land, had almost died out in the succeeding generations, and the manly virtue and shrewd intelligence which he must have inherited, unfostered by education, lay dormant and unexcited. They are now, however, awaking to a vigorous life, and cultivated in the educational institutions afforded at almost every

man's door, and strengthened by their exercise in the discharge of free municipal rights, they cannot fail to ensure for the people of these Counties, a bright and happy, and prosperous and successful future.

AGRICULTURE, &C.

The Agricultural productions of these Counties have been shown in the details given of the townships. Fall Wheat, in the immediate vicinity of the lakes, has been found somewhat liable to be spring killed, and Spring Wheat has been there generally sown. Throughout the inland townships, Fall Wheat succeeds well, and in well managed farms 40 or 45 bush. per acre are produced. There is no denying that the averaged yield of wheat is less than in some western counties; it should be borne in mind, however, that the oldest and best farms have, from causes already stated, been injudiciously and improperly cropped, and have been producing grain crop upon grain crop, whilst western lands were still receiving the annual tribute of forest leaves and decomposed boughs and trunks, to increase the depth and strength of their fertile soil. With manure and proper treatment, these lands will produce large yields of wheat, as has been successfully proved when fairly tried. Roots and vegetables are much more generally and extensively cultivated than in former years. In the neighborhood of the city, are now some very well cultivated vegetable gardens, which contribute largely to our markets, and compete successfully at our exhibitions—Kingston having carried off all, or nearly all, of the prizes for vegetables for several years past at the Provincial Fairs. Of Fruit, there is an abundance of good apples, of all descriptions, pears, plums, cherries, and all the usual garden fruits, except peaches, which are not successfully grown. The vicinity to the American market makes them always very plentiful when in season, and they are bought nearly as cheap here as in New York—the care required to grow them is therefore seldom bestowed.

In Horticulture, a late exhibition proved that Kingston and its neighborhood could vie with other Canadian towns. A very general taste for house and hot-house plants and flowers prevails, and a very great variety of all kinds of valuable specimens are brought to great beauty and perfection.

L. of C.

PROVINCIAL EXHIBITION OF 1856.

During the present season the Provincial Agricultural Fair will be held at Kingston, when visitors will find these Counties maintaining the character that has been claimed for them in these pages. Very extensive preparations are being made to ensure a creditable exhibition. For the first time in the Province, a permanent and elegant edifice is erected for the purposes of the show; a sort of miniature Crystal Palace is fast verging towards completion, the sides of which are of glass, the roof, for the present, of shingles. The design is neat, and exhibits much taste and judgment; the form that of a cross. Towards the expense of the building, the County Municipality has liberally contributed £500 from the County funds, whilst the different County Agricultural Societies have, with a very laudable spirit, given the amount of the grant intended and usually appropriated to their local fairs, £150 each, thus adding £450 to the £500. The City Council, evincing a corresponding public spirit, granted £750, and a large sum has been made up by individual subscription, raising the whole amount to upwards of £2,000. The Governor General is expected to honor the exhibition with his presence, and every effort is being made to make it worthy of his attention. The accessibility of Kingston from all parts of Canada and the United States, will, no doubt, bring together a large number of visitors on this occasion. Then, it is trusted, that the claims of this section of Canada will be recognised, and credit given to it according to its deserts. Beyond this its advocates do not desire; they are willing to take for their motto, that with which the writer concludes his remarks, and designates his far from faultless Essay.*

PLANTS.

Tamworth, in Sheffield, is said to be one of the best

* NOTE.—The expectations of those interested in Kingston, were fully realised by the success of the late Exhibition. The Press, throughout the Province, has spoken highly of the spirit and enterprise exhibited in the buildings and general arrangements, and the Local Committee have been complimented for their exertions. The Counties maintained the character claimed for them, and carried off a fair proportion of prizes, especially for roots and vegetables. A large concourse of visitors thronged the city; the Governor General of the Province, the Governor of the adjoining State of New York, and other distinguished visitors, spoke in high terms of the display made; and altogether, it is admitted that Kingston has suffered nothing by her competition with other cities on this occasion.

botanizing stations in the Province, except, of course, for sea and alpine plants; that is owing, no doubt, to the varied surface of the country in the neighborhood, comprising, as it does, rivers, lakes, forests, and swampy lands, and very typical specimens of clay, loam and sandy soils. The following is a list of plants gathered during a few days stay at Tamworth, by a gentleman fond of the pursuit of botanical knowledge:—

PLANTS found in the neighborhood of, and road to, Tamworth, Township of Sheffield.

TAMWORTHII.

Zanthoxylon Americanum, Northern Prickly Ash.
Symphytum Officinale, Common Comfrey.

ROAD FROM TAMWORTH TO CLAIR RIVER, BY WHITE LAKE.

Calla Palustris, Water Arum.
Sarracenia Purpurea, Huntsman's Cup.
Lonicera Ciliata, Fly Honeysuckle.
Linnæa Borealis, Twin Flower.
Viburnum Opulus, Cranberry Tree.
Cypripedium Pubescens, Larger Lady's Slipper.
Cypripedium Parviflorum, Smaller do.
Ledum Latifolium, Labrador Tea.
Viola Cucullata, Hoodleaved Violet.
Gualtheria Procumbens, Creeping Wintergreen.
Ranunculus Purshii, Yellow Water Crowfoot.
Vaccinium Fuscatum, Black Blueberry.
Circea Alpina, Enchanter's Nightshade.
Pyrola Secunda, One-sided Pyrola.
Trientalis Americana, Chickweed Wintergreen.
Mitella Diphylla, Common Mitre Wort,
Naumburgia Thyrsiflora, Tufted Loosestrife,
Viburnum Acerifolium, Maple-leaved Arrow-wood, or
Laurestinus.
Rumex Hydrolapathum, Great Water Dock.
Smilacina Trifolia, Three-leaved Solomon's Seal,
Smilacina Bifolia, Two-leaved Solomon's Seal.
Osmorrhiza Brevistylis, Hairy Sweet Cicely.
Polygonatum Pubescens, Smaller Solomon's Seal.
Aralia Nudicaulis, Wild Sarsaparilla.
Ampelopsis Quinquefolia, Virginian Creeper,

Hydrophyllum Virginicum, Virginian Waterleaf.
Adiantum Pedatum, Maidenhair.
Cornus Stolonifera, Red Osier Cornel.
Osmunda Spectabilis, Flowering Fern.
Lonicera Oblongifolia, Swamp Fly Honeysuckle.
Dryopteris Goldiana, Woodfern.
Vitis Labrusca, Northern Fox-grape.
Pteris Aquilina, Common Brake.
Chimaphila Umbellata, Prince's Pine.
Corylus Rostrata, Beaked Hazel Nut.
Solanum Dulcanara, Bittersweet.

ROAD FROM TAMWORTH TO GULL LAKE.

Clinopodium Vulgare, Basil. *Aralia Racemosa*, Spikenard.
Pyrola Chlorantha, Small Pyrola.
Medeola Virginica, Indian Cucumber Root.
Silene Noctiflora, Nightflowering Catchfly.
Clintonia Borealis, Clintonia.
Arum Triphyllum, Indian Turnip.
Anemone Pennsylvanica, Pennsylvanian Anemone.
Comptonia Asplenifolia, Sweetfern.
Fragaria Virginiana, } Wild Strawberry.
Fragaria Vesca, }
Potentilla Canadensis, Cinquefoil, or Fivefinger.
Menyanthes Trifoliata, Bogbean, or Trefoil.
Rubus Villosus, Common, or High Blackberry.
Uvularia Perfoliata, Bellwort.
Viola Pubescens, Downy Yellow Violet.
Symphoricarpus Occidentalis, Wolfberry.
Diervilla Trifida, Bush Honeysuckle.
Polygonum Cilinode, Fringe-jointed False Buckwheat.
Corydalis Glauca, Pale Corydalis.
Lycopodium Dendroideum, Ground Pine.
Equisetum Limosum, Horsetail.
Geranium Carolinianum, Carolina Crane's bill.
Prinos Verticillatus, Black Alder.
Cornus Canadensis, Dwarf Cornel.

ROAD FROM CENTREVILLE TO TAMWORTH.

Calmia Angustifolia, Sheep Laurel.

NAPANEE RIVER.

Thalictrum Cornuti, Meadow Rue.
Oxalis Stricta, Yellow Wood Sorrel.
Leonurus Cardiaca, Common Motherwort.

LIST OF POST OFFICES IN THE UNITED COUNTIES.

- | | |
|---|---|
| <i>Township of Pittsburgh.</i>
Kingston Mills,
Birmingham's,
Brewer's Mills. | <i>Township of Adolphustown.</i>
Adolphustown,
Lennox,
Gosport,
Gretna. |
| <i>Township of Kingston.</i>
City of Kingston,
Waterloo,
Merrill's Corners, Elginsburg,
Collins' Bay, or Collinsby. | <i>Township of Fredericksburg.</i>
Fredericksburg,
Hamburg,
Sillsville. |
| <i>Township of Ernesttown.</i>
Mill Haven,
Mill Creek, or Odessa,
Comer's Mills,
Wilton,
Bath,
Morvin,
Switzerville. | <i>Township of Storrington</i>
Storrington,
Battersea. |
| <i>Township of Camden.</i>
Newburgh,
Colebrook,
Centreville,
Moscow,
Enterprize,
Croyden, | <i>Township of Loughborough.</i>
Loughborough,
Railton. |
| <i>Township of Richmond.</i>
Napanee,
Mill Point,
Selby,
Roblin. | <i>Township of Portland.</i>
Spikes' Corners,
Murvale. |
| <i>Township of Bedford.</i>
Fermoy. | <i>Township of Kaladar.</i>
Kaladar. |
| <i>Township of Sheffield.</i>
Clareview,
Erinsville,
Tamworth. | <i>Township of Hinchinbrooke.</i>
Dennistown. |
| <i>Township of Amherst Island.</i>
Post Office. | <i>Township of Wolfe Island.</i>
Post Office. |

PORT OF KINGSTON.

RETURN, shewing the number and tonnage of Steamers and Sailing Vessels built and registered at this Port, and also of Steamers and Vessels belonging to the Port, not registered, together with the total number of Men employed during the years 1852, 1853, 1854 and 1855.

Years.	BUILT.						REGISTERED.						BELONGING TO PORT NOT REGISTERED.						MEN. Total No. employed
	Steam.		Sailing Vessels.		Total.		Steam.		Sailing Vessels.		Total.		Steam.		Sailing Vessels.		Total.		
	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	
			No.	Tonnage.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	No.	Ton.	
1852	1	100	4	896	5	996	1	100	1	1	76	2	176	3	820	3	820	96	
1853	1	417	6	1591	7	2008	3	316	15	1248	18	1562	1	417	6	1591	7	2003	201
1854	1	300	1	157	2	457			2	444	2	444	2	717	7	1748	9	2465	220
1855	2	980	1	249	3	1220	1	60	5	1650	6	1711	4	1697	8	1997	12	3035	263

C O N C L U S I O N .

Thus are, somewhat rudely, perhaps, thrown together, such facts and considerations relating to Kingston and environs, as were deemed most likely to interest and inform strangers, travellers, or emigrants. Its centralization, its salubrity, its beauty of scenery, its trade and commerce, and its most evident prospects, have all been dwelt on, and any drawback it possesses has not been hidden. It has been shewn that the temporary check created by the removal of the Seat of Government, has been not only recovered from, but a re-action creating new vigour and energy in public enterprise taken place, and that the trade diverted by the St. Lawrence Canals has returned to our wharves, with every prospect of an increase to its extent. The writer has been content generally to confine himself to statement of facts, leaving the reader to draw his own deductions and to judge for himself of the destiny and prospects of the Counties from this statement. In the space allotted, it has been difficult to compress all that can be said on the subject, and little more could be done than to suggest what the future of "Cataragui" will undoubtedly shew. Circumstances, of a temporary character, have for a while retarded its progress, and lands and properties are held at present at a much lower rate than the speculation prices demanded in the West, but the real intrinsic worth of property in this neighborhood is being rapidly discovered, and settlers of the better sort are eagerly buying improved farms in the old settled Townships, and wild lands in the remoter ones. Such shrewd purchasers know well what they are about, and that they will realise a handsome profit, if desirous to sell, or acquire a homestead at a cheap rate, if such is the object. No one who gives the subject an impartial consideration can doubt that the day will soon arrive, when this, the nucleus from which may be said to have sprung the settlement of British Canada, will occupy undisputed, the position to which its real resources, claims, and advantages, entitle it, or that every day that brings the relative claims of rival Cities or Towns into notice, will hasten that period. To be appreciated, Kingston and the Counties, need only to be known.

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